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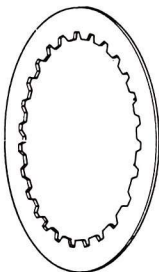
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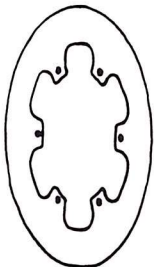
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TRAIL RIDER

M A G A Z I N E

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On the cover: Past NETRA champion Russ Stearns roasts through some pretty New England terrain at the Toad Hollow enduro. Photo by Jay Chittenden/Fast Line Photos.

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Warning: Motorcycle riding is a risky business. For maximum enjoyment of the sport you should make every effort to dress in effective protective gear, ride safely, and avoid all sensitive ecological areas, and don't send your lawyer calling if you whack into a tree because this company isn't worth a plugged nickel and you won't make enough to pay your legal fees. Instead, ride to have a good time, don't take competition seriously, and make sure your spark plug burns a nice tan color. Everybody will be happier that way.

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LAST OVER

by Paul Clipper

New Year's Ride

New Year's Day, 1993. The Democrats are in power, we're bombing Iraq, and Lucille's restaurant is nearing capacity. The past decade's trend towards clean living is starting to show<197>Lucille's is practically full, yet there isn't anybody there with an obvious hangover...and it's New Year's Day, 1993!

The objective, as usual, is to start the year out on the right foot. When it comes down to a group of inveterate trail rats like us, the only way to start out right is to start out riding, and that's what we're here for. You don't need a ticket; there aren't any fliers printed up. There's no entry fee or course, although there is a goal: get from there to the Woodshed, then back again, without freezing and making sure you have a good time along the way. It's not organized, but somehow everybody winds up starting from the same place.

Lindsay and I were nearly the first people at Lucille's in the morning, and by the time we'd polished off a huge breakfast and waddled to the door, the place was packed and the parking lot was jammed with bike haulers. Everybody knew the way to the secret starting point, so we went out and started getting ready. I was already suited up, having ridden the dual sport bike from home, so all I had to do was socialize. I swapped small talk with Joe and Carrie the Ragin' Cajun, and then razed Dale as he changed the chocolate milk that was coming out of his Husky transmission. The trucks we lining up out of sight around the bend, and by the time we were ready for a group photo and a mass start there were about 45 of us.

Now, 45 people all starting at once is a perfect quantity for clearing trail, so we headed off into some old enduro trails that were in need of a little scrub-up, and let me tell you, by the time us back-marking dual sport riders came through the trail was looking primo. I can't say that the guys leading didn't rip a few jerseys along the way, but it's worth it for the future!

We were grinding along on a single-file trail, slowing down in a really tight section, then finally stopping altogether. There aren't any real stoppers in these woods anymore, ever

since the enduro clubs stopped using the bogs, so I knew what was happening in front. We were having a bad case of leader confusion, and were about to start riding in circles if somebody didn't point the right way. It was so tight that it really would have been difficult to get off the bikes and walk forward on the trail, so we sat back and waited for the juggernaut to get straightened out. Finally, the line started moving, but within a few minutes we wound up back on the asphalt...and back out to Lucille's!

The paved road is always the lost leader's route to salvation, and although we don't want to mention any last names, Dale was flailing around trying to find some trail to turn 45 crazed riders loose on. They were all grinding down the shoulder of Route 539, trying to look like they weren't lost, so I pulled out on the asphalt and passed the lot of them. A bit of ribbon around the bend revealed the old trail cutting over to the Wharton Tract, but Dale didn't see it and tried someone's driveway instead. Wrong!

So that's how I wound up in the lead, buzzing

back tire a little harder, hoping to roost a little mud his way. He couldn't pass right away, especially through the mud screen I was throwing up, and then the rest of the pack pulled up, like a flight of killer bees, buzzing angrily behind us. Naturally, I would have liked to come out on a really dusty road, something where I could really exploit the 80 mph top end of the Honda and kick up a horrible dust screen in the process, but instead I blew a turn and watched while the whole pack carved past...pretty neat-looking sight, really. Probably half the population of the country wouldn't believe us if we told them we can ride a big motorcycle through the woods. They'd really freak if they saw how fast we can do it!

With Dale leading on familiar trails we started making some time. We also found our share of tight woods and whoopedos. Dual sport riders start fearing for their (expensive) turn signals at this point. Dale redeemed himself, though, taking us for a visit on old trails that hadn't seen an enduro in more than five years, and we had a good old time renewing our tracks. Eventually the trail crossed the highway

and the wiser of us knew to stop following, since a marshy two-track was ahead. Here, the group split<197>there were now at least three sub-groups<197>and our first pack made for the Woodshed without further delay.

Eventually we all regrouped at the bar, and then moved into the party room as we have for the last six or seven years or more. Alfie Heinrichs, owner of the Woodshed, just happens to have been the ECEA Grand Champion in 1973, riding a Honda XL350, of all things. So Alfie is waiting for us, and puts out a buffet of hot venison or sausage sandwiches to fortify us for the ride

back. Once again, it was surprising how little alcohol was consumed. There may be hope for the species yet!

After a leisurely lunch we pointed ourselves south and headed back. We were in for some serious trail thrashing, since the route of least resistance included more than a fair share of Sandy Lane, Pine Barons, and MCI enduro trail. I dropped out of the group early, since my way home didn't need to include Warren Grove once again, and I scouted my own trails home.

Back at the ranch, the TV channels were full of parades and football. The stands were full of thousands of people who probably go out to a game every year on new year's, and I can't help feeling sorry for them. But, as my friend Captain Lou is fond of saying, <169>Leave 'em all there in the stadium! If they couldn't do that there wouldn't be room for any of us hunters or bikers in the woods!<170>

How true. Let 'em all watch football<197>I'm going riding! ■



down the trail on the dual sport bike. It makes no noise<197>unless you blow the horn<197>and hangs onto the trail as well as 300 pounds can be expected to hang on. I set a pace just this side of suicide, and kept my ears peeled for the approach. Probably the lead 20 bikes were all Huskys, KTMs, RMXs and YZWRs fresh from a long racing season, so there was no doubt they'd be on me soon.

This section in question, though, really is a neat place to ride, as opposed to most of South Jersey. Instead of baked-sand trails with massive whoopedos, I was riding on grass-covered narrow two track, and single-track trails nearly covered over with laurel bushes. There wasn't a hint of a whoopedo, and the recent rain had left behind perfect traction. Hey...this was fun! I was roosting along with no tracks in front of me, no smoke or noise...and then the hoard descended.

First I could hear Dale's bike, braap-ing its way up to my tail, taking a chunk out of every turn. I picked up the pace a little; spun the

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SPRING FEVER

Dear Trail Rider,
I wonder if one of your staff can help me. I own a 1983 XR500R and I am trying to set up the suspension. I weigh about 215 pounds and ride mostly in the woods of southern New Hampshire. Lots of rocks and roots. I am trying to find out if the suspension should be firmer or softer for this type of riding. Can you give me a ballpark to start from and then I can go from there?

Thomas J. Barry
Haverhill, NH

Tom, most people would want to go softer than a stock XR500 for the rocks and roots, but with a 215 pound saddle weight it's hard to say. If you regularly bottom-out the suspension, then it should be a little stiffer--but if you use too stiff a spring you'll bounce around all over on the rocks. Then too, considering the bike is 10 years old, it's possible you need a rebuild on the shock and forks before you can do any major tuning. You might want to seek professional help and in your area Factory Connection is the closest suspension expert, at 10 Crossroads Industrial Park, Rochester NH 03868; phone (603)335-7023. Their prices are reasonable, and they know the right questions to ask to get

your tuning situation straightened out.

A TRUE YANKEE

Dear Trail Rider,
Just figured I'd correct a statement that appeared in your mag, saying I rode a \$1400 KX125 last year. I actually rode a 1989 KX125 that I purchased for \$1200. For '93 I'll be on a \$1000 '89 KX250. Really makes you wonder, huh?

Pat Royer
1992 NETRA Enduro Grand Champion

BONE OF CONTENTION

Dear Trail Rider,
I am happy to see Trail Rider magazine mention the close battle Jerry Randall and I had at the Great Cape Escape hare scrambles. Jerry is an excellent Senior rider and a respected opponent. I thoroughly enjoy the increased competition due to his presence in the class. However, he left out one important point in his recollection of the last race; and that is the fact that I re-passed Jerry near the end of the last lap. When he fell down, he was behind me, not ahead of me. While in his mind he might have felt he handed me the win, in my mind I already had it.

Al Desrosiers
1992 NETRA Senior class Hare Scrambles Champion ☐

LETTER TO THE EARTH

Dear Paul Clipper,
I am a former NETRA rider living in exile in Santa Barbara, California. I met you once at the Chilly Chili, and you published a story I submitted on the Ammonoosuc River Turkey Run that year. The reason I am writing is that I will be attending the Quicksilver National Enduro in February, and I would like to send you a write-up and some photos. Thanks, I always enjoy your magazine, even though it makes me homesick for the tight woods.

Merrill Hoekstra
Goleta, CA

Take heart, Merrill, at least you're not living in Los Angeles. If you have a bike, find someone who knows his way around the Los Padres National Forest just east of you; there's some great trail riding in there...and some trees. The Cal Poly Penguins used to put on the Hi-Mountain Enduro up in Pozo, east of San Luis Obispo; if they still do it you should go to it, it's also a great ride. Every now and then I miss that

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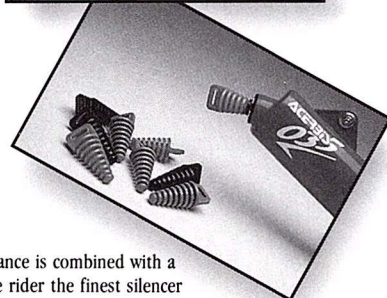
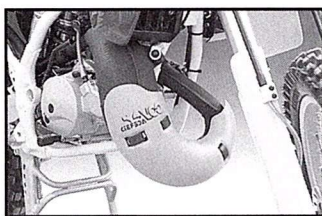
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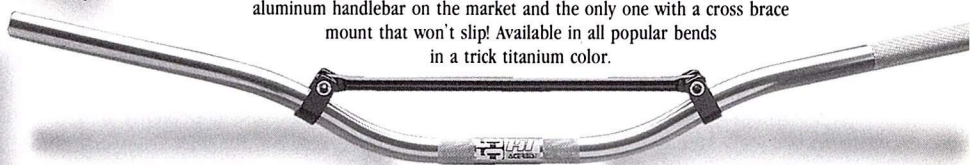
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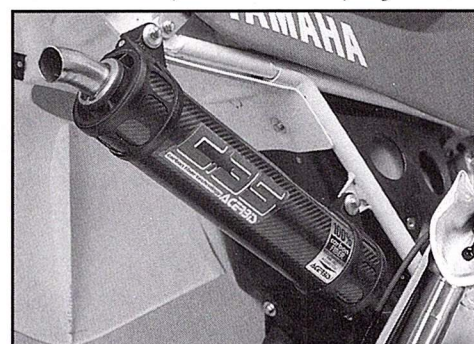
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FRANK'S *off-road* FACTS#4

BY FRANK STACY/ DUNLOP OFF-ROAD RACE COORDINATOR

CHOOSING THE BEST TIRES FOR BEGINNERS

For the beginning motocross rider, there are many difficult choices to make ... from the best carburation settings to tires. In this column, we'd like to help make your first tire choice the right one.

Where you ride is important. Before you select a tire, go look at a few large riding areas or race tracks in your district. The ground conditions where you practice may be completely different from those in an area where many people ride or race. Pay close attention to the conditions in all parts of the track - especially the start line.

If the ground is very dry - hard to the point where it doesn't break up when you kick it - you should consider a rear tire with a hard track tread pattern like Dunlop's **D704HT** or **K595HT** paired with a **K490IT** front. These tires put more rubber on the ground, for maximum grip.

If the ground has a cushion on it and is rutted with deep berms, you probably need a soft track tire that will dig in on loose soil. Dunlop's **D752ST** or **K990ST** front and rear make an excellent choice.

Finally, if you live in an area where ground conditions vary from hard-packed to loose loam or sand, you'll want an intermediate terrain tire, like Dunlop's **K695IT** with the **K490IT** front.

Remember to always maintain proper inflation pressure if you want the most from your tires. For hard conditions, 14-16 psi front and rear. For loose dirt with some hard areas, 12-14 psi front and rear. And for sand or mud, 10-12 psi front and rear. (Pressures quoted are for motocross tires only).

Watch upcoming issues for the next "Frank's Off-Road Facts" when we'll look at Dunlop's on-track tire development.

 **DUNLOP**
Stick With Us
8 Trail Rider

EASTERN NEWS

HOME OF CHAMPIONS

Yes, Pat Royer is going to defend his NETRA title this year on a 1989 KX250, but now he has some actual sponsors behind him. We recently received a note from Kevin's Cycle Supply in Norton, Massachusetts (no relation to Kevin Hines), that they would be one of Pat's proud sponsors for 1993. One thing's for sure—if his taste in accessories mirrors his bike preference, he won't cost them much money!

Kevin's also let us know that they're hard at work on the new catalog, with lots of new products inside. Kevin's will be one of the only suppliers of the Roost Proof Racing pipe guard, and if you've ever seen one you know why it's "roost proof." Also, they will be carrying Norco mountain bikes for the new season, an inexpensive brand of bicycle with some pretty good specs. Get in touch with Kevin's to check it all out. (508)285-4342.

THANK THE SPONSORS

Well, the NETRA annual banquet is history, and they're still trying to clean up the hotel. We had a ton of fun, and plenty of good things happened along the way. The Auction brought in \$600 for the NETRA Legal Fund, and another \$200-300 came in through the raffles. Jerry Bernardo's helmet raffle netted a cool \$400 for



the NETRA fund, and this is the third time he's donated his painting service, as well as a helmet! There wasn't room in the layout for the banquet story to list his sponsors for the helmet raffle, so we're going to list them here. Thank you. Mr. Bernardo, we're all richer for your help.

Fah-Q Racing's Custom Lid Jackpot Raffle sponsors

American Suzuki
American Honda
Cycle Competition
Cycle News
Trail Rider Magazine
Arai Helmets
Extreme Racing
Roost Proof Racing
Yamaha Motor Company
Fox Racing
Dirt Rider Magazine
Little Bully Industries
Back Off Magazine
Sinisalo Worldwide
Fah-Q Racing
Jammer Racing
Answer Products
Acerbis Plastica
Surf Racing

A FEW GOOD PEOPLE

NETRA is looking for a few good people to serve on the NETRA Board of Directors. The Board's main charter is to help steer the New England Trail Rider Association on a sure path in the future, and all that will be physically required of you is to attend six bimonthly meetings. If you are active in NETRA and want to get more deeply involved, give the NETRA office a call at (203)875-5757.

COOL RULES

NETRA announced a few new rule changes for the 1993 season, but nothing terribly major. The most significant hare scrambles change is the endorsement of the "Blackwater" style start (four or five riders leave every few seconds). This type of start is helpful in two ways—it obviously cuts down on traffic in the first turn, reducing crashes, and it also allows the use of a smaller start area. This is not to say that all clubs will start using the Blackwater start system, but that it has been recognized and a set of rules is being drawn up to make sure the system is fair for all.

Enduro rules have been changed slightly, most notable that the flip cards do not have to face into the check, following a similar AMA rule. Also, in both hare scrambles and enduro, self-promotion or demotion (moving from C to B, or A to B) is not allowed unless submitted in writing and approved by the Comp Committee. C Vets and C Seniors may still promote themselves to B in order to compete for champion-

NAMES AND ADDRESSES

New England Trail Rider Association (NETRA)

P.O. Box 478
Ellington, CT 06029
(203)875-5757

East Coast Enduro Association (ECEA)

212 Cedar Street
Lakehurst, NJ 08733
(908)657-6338

Pennsylvania Trail Riders Association (PATRA)

Box 77
Thomasville, PA 17364

Budds Creek Hare Scrambles

P.O. Box 156
Budds Creek, MD 20650
(301)475-2000

Racer Productions (AMA GNCC Series)

Route 7, Box 459
Morgantown, WV 26505
(304)594-1157

AMA

P.O. Box 6114
Westerville, OH
43081-6114
(614)891-2425

Southeastern Enduro and Trail Riders Association (SETRA)

P.O. Box 1935
Roswell, GA 30077-1935
(404)532-6832

New York Hare Scrambles Series

(315)895-7654

District 4 Enduro Comm.

568 Whittier Road
Spencerport, NY 14559
(716)594-0384

District 6 Sports Association

P.O. Box 554
Lebanon, PA 17042
(717)272-6896

Blue Ribbon Coalition

P.O. Box 5449
Pocatello, ID 83202
(208)237-1557



ship awards, and the top ten Juniors for the year may self-promote to B, since most of them are as fast as B riders anyhow.

DISTRICT 4 CHAMPIONS

New York AMA District 4 recently had its annual awards ceremony, and this year John Oechsle Jr. once again took the Grand Champion award. High Point A went to Brian Russell, High Point B to Ross Benson, and High Point C to James Klinger. The District 4 enduro series is growing in popularity, and this year promises to be bigger and better than ever. Additional 1992 class winners are listed below.

Dave FaeryA Class
Dan VanskiverA Veteran
Joe NotoA Senior
Michael ShinnarsA Super Senior
Dave HeiderB Class
John Oechsle Sr.B Senior
Mark KiefB Veteran
Scott MossoC Class

CLEAN THINGS

The Pennsylvania Trail Riders Association will be hosting a clean-up near Tower City some time this month, although we couldn't get a date by our publication date. Last year's Tower City clean-up was widely attended by dirt bikers and applauded by state officials, so if you've ever ridden at Tower City, plan to attend. For location, date and time contact PaTRA at (717)843-5971.

MILITARY SUCCESS

And finally, this note from Harley Davidson showing off their new military bike, selling now to an armed force near you. Look close, and



what do you see...is that a Rotax four-stroke engine? Yes, it is! The Harley obviously features the latest in dual shock design, and good old leading axle Marzocchi forks in the front. Some things rarely change...join the Army and ride a Can-Am! Two real positives though, the bike only weighs 337 pounds (that's with an empty ammo container, mind you), and yes, those are actual disc brakes, front and rear. And please to notice the Bark Busters mounted on the handlebars—just the ticket for those attacks through tight woods! □

WHERE TO RIDE

April

4/3-4 AMA National Dual Sport
Hurricane Mills, TN (304)594-1157
4/4 Budds Creek Hare Scrambles
Budds Creek, MD (301)475-2000
4/4 AMA National Hare Scrambles
Redding, CA (916)223-5600
4/4 Curly Fern Enduro
Indian Mills, NJ
4/17-18 Whisky Ridge GNCC
Sharpsburg, MD (304)594-1157
4/18 AMA National Enduro
Wellston, OH (614)384-2286
4/18 Pine Hill Enduro
New Lisbon, NJ
4/18 Lembo Lake Hare Scrambles
Modena, NY
4/22-25 AMA National Reliability Trials
Tulsa, OK (918)446-2431
4/25 ECEA Dual Sport
Tri-County M.C. (609)327-7936
4/25 NETRA Earth Day Work Day
Various loactions, call (203)875-5757

Attention all clubs, racing organizations and promoters: we can't let the world know about your event until you tell us it's happening! Get your schedules in now for our 1993 Where to Ride calendar!

RACER PRODUCTIONS 1993 AMA NATIONAL DUAL SPORT RUNS

**LORETTA
LYNN'S**
NATIONAL
HURRICANE MILLS, TN
APRIL 3-4

BLACKWATER
200
DAVIS, WV
JUNE 12-13

304/594-1157

for entry

ASK MOOSE RACING



**Peter
Denison,
President
Moose
Racing**

Q: I own a Honda CR250, and I ride mostly enduros and trails, but also enjoy an occasional motocross. If you set up my suspension for off-road, will I still be able to motocross the bike?

A: Yes, you will! At Moose Racing we custom tune the suspension for your weight, ability, and type of terrain. Since the bike is adjusted precisely for you, you'll feel comfortable and in control no matter where you ride. You won't be fighting the bike, and you'll go faster, safer, from the very first ride.

Q: I bought my bike used and the suspension has already been modified by another shop, but it's just too harsh for off-road riding. Would it help to have the suspension re-done?

A: Yes, for two reasons. First, your rear shock needs a cleaning and oil change at least every six to 12 months. Shock action degrades rapidly as the oil breaks down, and the shock becomes prone to overheating and fade. A grey aluminum sludge accumulates inside the shock and forks, restricting the flow of fluid and causing a very harsh ride. Second, you should have your suspension re-valved to suit your personal specs. Remember that there is no universal "fix" for any suspension system, just a right setup for you, personally.



Send \$1 for our 1993 catalog
Moose Racing, Dept. TR
3911 Norwood Drive #G
Littleton, CO 80125
1-800-MOOSE-IT

THE REST OF THE WORLD

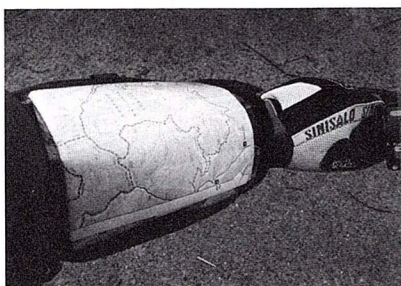


COLORADO RIDE DATES

We just received Tracy Smith's schedule for the 1993 Greater Colorado Trail Rides. He will be leading three rides this year. There is a trail ride scheduled for August 9—13, another trail ride on August 23—27, and a dual sport ride on September 13—17. The rides will cost you \$699 for the five days and nights, and the dual sport ride also offers a passenger the rate of \$449. This includes lodging, a T-shirt, support vehicle, guides, and a banquet on the final night. It doesn't include your meals, beverages, insurance, fuel or bikes. Is it worth it? You betcha! This is one of the best tours you will ever take; a group of NETRA guys went out and rode with Tracy last season and they're still talking about it. For more info, write GCTR at 7714 West Ontario Place, Littleton, CO 80123; (303)973-2363.

ATTENTION MAP FREAKS

Trying to find a place to carry a map while you're out exploring can be really difficult. You used to be able to wrap it in plastic and tape it to the gas tank, but most modern tanks don't work well for that and besides, it's difficult to flip the map over if you want. Rather than jam it in your pocket or stick it in a tube, here's a better idea. Called the Cycoactive Forearm Map-case, this clear plastic pouch holds a folded-up map in the most accessible place you could imagine: your forearm! It's also about as waterproof as you could imagine, and the price is right at less than \$20. For more information, contact Cycoactive Products, 117 East Louisa #298, Seattle WA 98102; (206)323-2349.



NATIONAL SEASON STARTS

California hosted the first AMA National Enduro of the season late this winter, and Kawasaki pilot Larry Roeseler took the top honors at the Quicksilver National, outside of Coalinda, California. L.R. topped the field with a loss of only three points, besting a group of riders

tied with five points each, including Jeff Russell and Kelby Pepper—both on KTM—and Kevin Hines, riding a 250 two-stroke Husky. Hines and Pepper were exactly tied for points and seconds, and the tie was broken by best performance at the last emergency check on the course, and Russell had them both by only two seconds. Close race? You bet! Steve Hatch and Randy Hawkins finished fifth and sixth, respectively, after burning a check to finish with six points each.

TALK ABOUT LUCK

Kevin Hines came back from the first national with all sorts of hard-luck stories to tell. "The event was way too easy, which you can probably tell from the scores," he said, "but I had the best time because my bike never showed up!" Because of a shipping mix-up, his race-prepped 250 didn't arrive in California until the Monday following the enduro, and instead of riding the familiar machine he had to borrow a brand-new bike from a dealer and spend most all of Friday and Saturday setting it up. On top of that, he had a special set of forks and shock prepared by Factory Connection, and that also didn't arrive, and to make the weekend perfect, a new set of riding gear shipped out by his sponsor was supposed to meet him on Saturday, and instead it turned up at his home in Wareham. So let's see...he rode a brand-new, box-stock bike with old riding gear. Kevin, we have only one word for you, and want you to listen closely: *luggage!*

THE BEST OF EUROPE

Have we mentioned the Acerbis Nevada Rally yet? No? Well, Acerbis Plastica is bringing the European rally tradition to the U.S.A. for the first time, and you will find that this will be a big news maker this summer. The event will run from August 21 through the 29th, starting and finishing in Las Vegas, Nevada, after circumnavigating the state of Nevada. The total distance of the event is about 2,200 miles (!), the entry fee is \$1500 per bike (motorcycle only), a variety of classes is offered and the overall winner will receive \$5000 in prize money, and each day's winner will receive \$500. Class winners will also be awarded, and the purse minimum will be \$25,000. Already rally stars such as Danny LaPorte, Heinz Kni-gadner, Scot Harden and Edi Orioli have expressed interest in attending. We will know more details next month, after we attend a press conference in Vegas this month. Hey, it's rough work, but somebody has to do it.

ULTIMATE DUAL SPORT?

If you feel like you really want to get some mileage on your dual sport this summer, get in touch with the promoters of the Can-Am 10,000. The Can-Am is a tour that starts in Denver, Colorado, and goes to Alaska and the Arctic Circle before returning to Denver. There is also a leg that starts in Seattle and returns. If you complete the 10,000 miles of the Denver tour in the allotted 28-day period with no get-offs and no moving violations, you are declared a winner. The Seattle tour is shorter, only 5,000 miles, and the aim of both events is to promote motorcycling safety and create a positive image for motorcycling...to say nothing of what it will do for your bun calluses. We'd also suggest a big-bore dual sport, like a 650 at least, and plenty of fuel capacity. If you're interested, contact R.C. McQueen, at Can-Am 10,000, 3575 South Fox, Englewood CO 80110.

ATK CHANGES HANDS

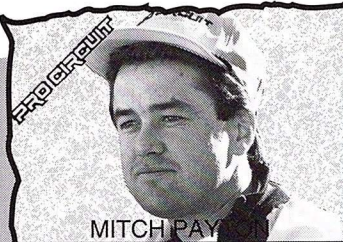
ATK Motorcycles has officially changed hands and will now be known as ATK America, Inc. The company was purchased by a group of Salt Lake City, Utah, businessmen, headed by motorcycle enthusiasts Dale and Frank White. The White's plans for the new company include increased production of motorcycles, a greatly reduced waiting period for building and delivery of a new ATK, and better communications between dealers, customers and the press. Dale and Frank White also pledge that they will continue to develop the existing ATK models and work full time on creating new ATK machines in the years to come.

FOR THE TRULY BIZARRE

If you're a student of road kills, or have experience with knocking Bambi's lights out with your Ford pickup, we've read a news release that may be of real interest. Mondo Film Productions recently let us know that their new film *Roadkill* is ready for release...wait a minute, we can't say it better than their wording. Read this: "*Roadkill*, the film of dead roadway animals from around the world, has been released by Mondo Productions. *Roadkill* features a food preparation section of yellow line yummys, presented by the Gravel Gourmet, which includes Shake & Bake Snake, Smear of Deer, Awesome Possum, Pheasant on the Glass, Macerated Marsupial, Curbside Cat, Horse D'oeuvres and many others." This is not for the faint of heart, nor weak of stomach. Sidney Dickson says this is the most disgusting thing he's ever seen, and if you know Sidney, you know it has to be grim. *Roadkill* is available in a 60 minute VHS format for \$24.95 plus \$5 shipping, from Mondo Film Productions, P.O. Box 711, Englewood CO 80151.

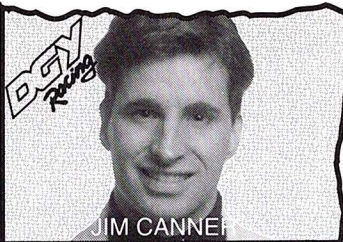
America's 10 Best Talk About The Best...

No one can say it better than America's most prominent engine builders, tuners and horsepower entrepreneurs. Don't just take our word for it, listen to what the experts have to say.



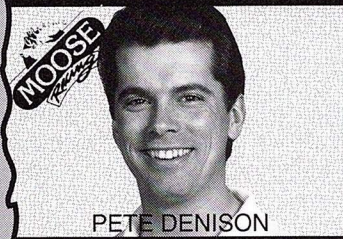
MITCH PAY

"It's crazy to spend \$4500 on a new bike and chance an oil related DNF. Use good oil! It's racing's cheapest insurance policy."



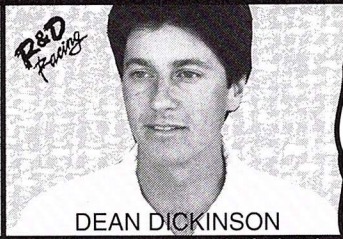
JIM CANNER

"At DGY Racing we're dedicated to building winners! A high performance lubricant like Maxima is an integral part of our racing success."



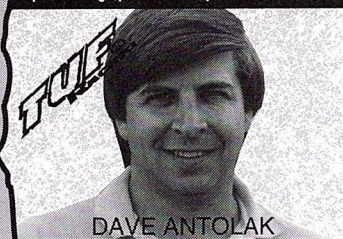
PETE DENISON

"Whether we're building a National enduro engine or local woods weapon, we count on Maxima oils to provide high performance protection."



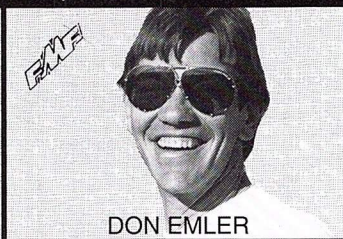
DEAN DICKINSON

"To be able to win races you need to finish. With Maxima we haven't pushed a bike off the track from any lubrication failure in over six years."



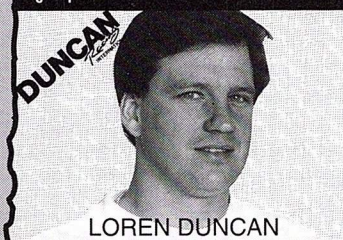
DAVE ANTOLAK

"Racing at our level we try to eliminate problems before they happen. With Maxima, oil related engine problems are never a concern."



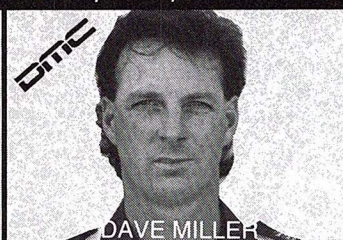
DON EMLER

"I've been building racing engines for over 20 years, and I've never tested better lubricants than Maxima. They're the only lubricants I'll use."



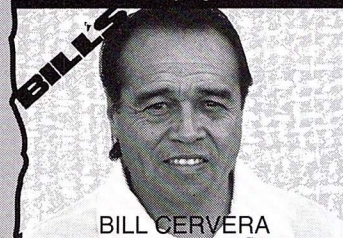
LOREN DUNCAN

"When I build a racing engine I believe in giving them the best quality money can buy. That's why I insist on Maxima in my engines."



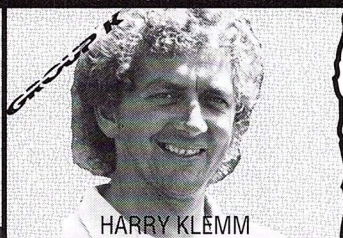
DAVE MILLER

"I'm always looking for a way to build more power into engines. I stopped looking for a better lubricant over 10 years ago when I found Maxima."



BILL CERVERA

"When dyno testing pipes, engines reach extreme temperatures. Maxima Castor 927 is the only oil we can depend on at these temperatures."



HARRY KLEMM

"Maxima is by far the best quality two-cycle lubricant I have used in any high output engine."



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NEW ENGLAND CHAMPIONS

Paul Milliken, Pat Royer and Tom Norton take the crowns

by Paul Clipper, Photos by Jay Chittenden

Milford, MA 1/23

No doubt about it, if you were one of the first arrivals at the New England Trail Rider Association's annual awards celebration, you spent a long day in Milford. The dealer and distributor displays opened at 11:00 AM, and at the same time a member's auction began at the other end of the hotel.

At the same time, the vintage bike displays and video rooms were open for business, and just for good measure, the NETRA Executive Board was holding a business meeting. According to the program, the manufacturer's reps were available for whatever questions or other abuse you wanted to heap on them at 1:00 in the afternoon, but in reality they were there from the start.

At 3:00 o'clock the overall awards were scheduled, followed by the manufacturer's awards. Without changing from the pool/patio location, the hotel rolled in a bar and cheese board, and by 5:00 it was time for dinner. The awards ceremony was scheduled until 9:00, and then the band would take over and rock away the rest of the night. Without too much strain you could easily spend more than 12 hours enjoying the festivities, and most of us did.



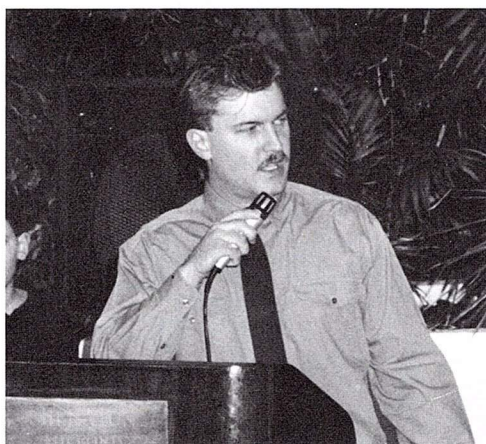
NETRA Enduro Champion Pat "Gilligen" Royer.

Our Trail Rider day started about 8:00 with a mountain bike ride, since we'd been shanghaied in Cape Cod the night before, and never made it to the hotel on Friday night. That's okay, a little exercise before a long day is a good thing. There were no incidents to report—that would come later, on the motorcycles—other than staying out a little too long and having to make a mad dash up to Milford.

Once at the hotel, things were popping. The display area was set up, Jennifer and Kevin Howley were working hard on cataloging everything for the auction, and Jerry Bernardo and Roger Billharz were suiting up in the parking lot for a lunch-hour local trail ride. Hey—you can take us out, but you can't take the wheels out from under us!

Manufacturer's reps in the display area included Ernie Wurlitzer of Torco Oil, Rod Bush from KTM, Kevin Hines for Husqvarna, Jim Dover from American Honda, and Chip Dongara for Kawasaki. Also fielding questions and displaying new bikes were a score of local dealers,

including Cliff's Cycles, Brockton Cycles, Morel's Husky, Bettencourt's Honda, Cycle Dynamics, Valley Motorsports, Midtown Kawasaki, Wareham Suzuki and possibly others, although we may have lost them in the crush. Torco Oil was also displaying, as was J&D Walter Distributors and Factory Connection. Trail Rider had a pile of magazines as well, unfortunately we never managed to get hold of a table, so if you saw a huge stack of magazines floating around, that's why.

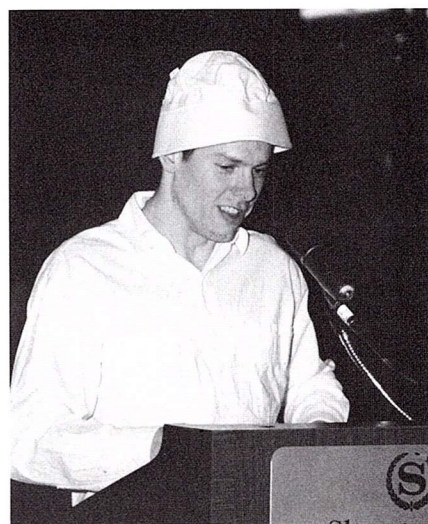


NETRA Off-Road Champion Paul Milliken.

The auction finished up just in time for the top ten overall awards, and it was a distinct success. Plenty of bargains were found, along with some autographed shirts donated by Malcolm Smith, Jeff Russell, Kevin Hines, Randy Hawkins, Dick Burleson, and Larry Roeseler, and the total sales netted \$600 for the NETRA Legal Defense Fund. Hopefully, future organizers of the awards night will continue the auction, because everybody came out a winner.

The top ten plaques were handed out, then the manufacturer's offered their awards. Paul Milliken received a new KTM for the '93 season from KTM America, and Tommy Norton's new Mirage-sponsored Kawasaki ride was revealed. The manufacturers had awards for practically every rider of their brand, so it was time well spent.

More talk, drinking and snacking followed, and then the crowd moved into the banquet hall for the great feed. Unfortunately, this is where the evening almost ground to a halt, since the service was so slow that people had plenty of time to get up and mingle between courses...and they did! The band was pacing back and forth as seven o'clock came and went,



NETRA Hare Scrambles Champ Tom Norton.

and we finally started the awards before dessert and coffee was served. In all fairness, the food was good; it was just a long time in coming.

A huge pile of jackets were distributed to the class winners, then Norton, Milliken and Royer were presented with their jackets, as well as huge six-and-a-half foot trophies and the new NETRA perpetual plaques, which were inscribed with their names and will be presented to the new winners next year. Quite a haul!

Speaking of hauls, we next rushed through a

Enduro Bantam

1. Kevin Howley KTM
2. Pete Tanner KTM
3. Steve Ribbe Suz
4. Ron Stevens Kaw
5. Ray Archambault Hon
6. Billy Dakai KTM
7. Paul Knowlton Yam
8. Luis Colom Kaw
9. Jim Constantino KTM
10. Bob White Kaw



Light

1. Kemp Stewart Hus
2. Rick Claxton Kaw
3. Paul Miliken KTM
4. Steve Vanasse KTM
5. Steve Antoniou KTM
6. James Kelly Hus
7. Mike Kelley Kaw
8. Larry Pugrab KTM
9. Dave Gunn Kaw
10. George Barrett Kaw



Heavy

1. Russ Stearns Hus
2. Darrell Szlachetka KTM
3. Guy Hill Hus
4. Michael Zahansky Hus
5. Daniel Cowan KTM
6. Peter Tamagini KTM
7. Paul Olson Yam
8. Ron DuPont KTM
9. Sam Fischer KTM
10. Ken Crane KTM



Veterans

1. Max Parkes KTM
2. Peter St. Pierre Hus
3. Ken Robbins KTM
4. Steve Peloquin KTM
5. Steve Formanek Kaw
6. Tom Vella Kaw
7. James Pidgeon Suz
8. Dave Ellingwood KTM
9. Layne Dutlinger KTM
10. Brett Collin Kaw



Senior

1. Irving Witkop KTM
2. Dave Kelly KTM
3. Al Zitta KTM
4. Fred Burnham Hus
5. Gordon Razez Hon
6. Ron Courtemanche KTM
7. Denis Laliberte Hus
8. Gary Circosta KTM
9. Bill Dakai KTM
10. Jerry Shinnors Hus



Four Stroke

1. Jim Mitchell Hon
2. Bill Johnson Hon
3. Keith Honda Hon
4. Jeff Walker Hon
5. Paul Guldemon Hon
6. Tom Farley Hon
7. Richard Fasoli Hus
8. Bill Drummey Hon
9. Alan Walker Hus
10. Tom Rainville Suz



Mini

1. Jason Rodrigue Hon
2. Doug Stroh Jr. Kaw
3. Mike Pereistere Yam
4. Neal Lyon Kaw
5. Jason Allsworth Kaw
6. Hans Neff Kaw
7. Chad Ward Hon
8. Billy Rowe Hon
9. Alan Silvestri Yam
10. Adam Clarke Hon



Trail Bosses Hare Scrambles

- | | |
|--------------------|------------------------------|
| Great Cape Escape | Ken Crane |
| CATRA 1 | Peter Shafran |
| Woodsoxcross | Terry O'Rourke |
| Dam Good | Eric Anderson |
| Temple Mountain | Jim Nash |
| Connecticut State | Jerry Shinnors |
| Greylock | Vern Martindale, Dave Sweeny |
| CATRA II | Darlene Devine |
| Skiparee | Eric Peckham |
| Thunder Ridge | Jim Simmons |
| Mohawk | Rick Alibozek |
| Union | Kemp Stewart |
| Clarke's Wild Ride | Kevin Joerres |
| Lembo Lake | Roger Billharz |



Junior Enduros

- | | |
|-------------------|---------------------------------------|
| Great Cape Escape | Kevin Joerres |
| Dam Good | Dave Boutelle |
| Knox | Wes Clarke |
| Steerage Rock | Ken Ciocci, Jeff Walker, Jim Mitchell |
| Firecracker I | Steve Formanek |
| Firecracker II | Dave Delagorendiere |
| Tri State | Bill Dakai |
| King Philip | James Kelly |

Senior Enduros

- | | |
|--------------------------|-----------------------|
| Snow Run | Larry Pugrab |
| John Monahan | Jeff Bauer |
| King Philip East | Steve Vanasse |
| New England Championship | Gary Schiessl |
| Tri State | Bruce Lyon |
| Black and Blue | Kemp Stewart |
| Toad Hollow | Tom Vella, Dan Joseph |
| Little Rhody | Brad Silva |
| King Philip West | Jim Doustou |
| Greylock | Al Pavoni |



Mini Enduro Grand Champion

- | | |
|--------------------------------------|-----|
| Joshua McLevy | Kaw |
| Junior Enduro Grand Champion | |
| Paul Rose | KTM |
| Enduro Pit Crew Award | |
| Julie Parkes | |
| Hare Scrambles Pit Crew Award | |
| Cheri Alix | |



Bren Moran Award—Paul Remington

wealth of raffle prizes. NETRA had collected a load of small prizes, and your banquet ticket gave you a chance on them. Then also, to benefit the NETRA Legal Fund, a series of tickets were sold that were good for other product drawings, and 50/50 tickets were sold as well. To add even more to the available booty, Jerry Bernardo of Fah-Q Racing made the trek east from his new California home, after gathering up his own impressive list of donated prizes, as well as a custom-painted Arai helmet that was unreal. Bernardo was given his own ten minutes on the microphone to pull tickets and hand out prizes, and then he donated \$400 proceeds to the NETRA Legal Fund! Both Jerry and his sponsors (see list) deserve special thanks.

Paul Remington of the King Philip Trail Riders was the winner of the Bren Moran Award, and was presented with a commemorative clock and a fine speech by Joe Curti, and we even found time to honor Tim Chaffee, who was stepping down as NETRA president after six years, and was also celebrating a birthday at the same time! Thank you, Tim! Later in the evening the final drawing for a Cancun holiday was held, and Kim Gath of Rhode Island was the big winner; she was there, holding the one ticket she had bought, and very excited!



The steep price of winning a Bernardo lid.

The band played—both bands, if you could stay up that late—and the fat lady never sang. It was a late night for all, but a few of us (but not Steve Tower) were up at dawn and back down to Kevin Hines' private stomping grounds for an old fashioned trail ride...Clipper lost his brakes, ended three times and ripped the front fender off his bike, Bernardo and Billharz kept the back of the pack well

Junior

1. Jason Watkins KTM
2. Mike Formanek KTM
3. Kris Mooney Kaw
4. Adam Clarke Hon
5. Jeff Peristere Kaw
6. Chris Firth Suz
7. Justin Provencal Suz
8. Craig Vollkommer Suz
9. Matt Simon Suz
10. Michael Millett Hon



Four Stroke

1. Scott Baker Hon
2. Scott Hyde Hon
3. Bill Drummey Hon
4. John Lombella Hon
5. John Campetti Hon
6. David Devine Hon
7. James Strong Hon
8. John Clark Hon

Hare Scrambles 125cc

1. Steven Formanek Jr. Kaw
2. Paul Blanquart Kaw
3. Jason Haines Kaw
4. Kris Mooney Kaw
5. Lee Pelletier Hon
6. Bruce Wilcox II Suz
7. Kenny Law Yam
8. Robert Judson Hon
9. Randy McCann Kaw
10. Andrew Sampsell Hon



Women

1. Diane Comalli KTM
2. Sherry Landry Kaw
3. Sandra Stevens Kaw
4. Darlene Devine Hon
5. Cynthia Durivage Kaw

200cc

1. Rick Claxton Kaw
2. Steve Wall Kaw
3. Tim Pydych Yam
4. Jeff Martim Kaw
5. Eric McEachern Kaw
6. Arthur Menzel Kaw
7. Kevin Soboleski Kaw
8. Earnest Sirois Yam
9. Mike Audesse Kaw
10. Luis Colom Kaw

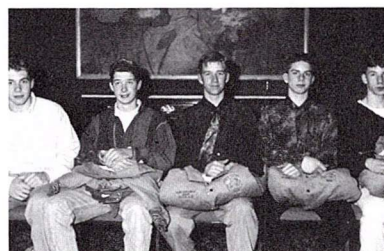


Mini

1. Josh McLevy Kaw
2. Doug Stroh Jr. Kaw
3. Jon Gosselin Suz
4. Tim Magagnos Hon
5. Luke McNeil Suz
6. Joshua Hesser Hon
7. Adam Clarke Hon
8. Jason Rodrigue Hon
9. James Stoddard Jr. Kaw
10. Dan Young Kaw

250cc

1. Chris Crispin Hon
2. John Towslee KTM
3. Michael Pydych Yam
4. Paul Milliken KTM
5. Dave Gunn Kaw
6. Dennis Tripp Hus
7. Randy Morehouse KTM
8. Jerry Macdore Hon
9. Bob Davidson Hon
10. Lee Helliwell Kaw



Junior

1. Paul Rose KTM
2. John Cahill Suz
3. Matt Simon Suz
4. Jason Watkins KTM
5. Corey Neumann Suz
6. Jake Davenport Yam
7. Craig Vollkommer Suz
8. Tim Cahill Suz
9. Mike Formanek KTM
10. Michael Millett Hon

Open

1. Patrick Timothy KTM
2. Michael Hines Hus
3. Sam Verdetto ATK
4. Brad Rotman Hon
5. Chris McGirr Hon
6. James Stoddard Kaw
7. Brian Maranda Hon
8. James Simcock ATK
9. Craig Bridge Kaw
10. Jim Kirchner Hon



Veteran

1. Phil Lemere Hon
2. Gary Wolverton Kaw
3. Steve Peloquin KTM
4. Mark MacFarlane Kaw
5. Ron Stevens Kaw
6. Steve Formanek Kaw
7. Roger Billharz KTM
8. Robert Comalli KTM
9. Brett Collin Kaw
10. Herbert Murdough Suz



Senior

1. Alan Desrosiers Suz
2. Gerald Randall Hbg
3. Bruce Wilcox Suz
4. James Petrovic Yam
5. Roger Schultz ATK
6. Steve Bobetsky Yam
7. Bill Burivage KTM
8. Richard Hesser Kaw
9. John Dunn Jr. KTM
10. Thomas Simeon Hon



entertained, and Lee Helliwell slammed into a tree hard enough to forget his marital status and had to be held overnight at Camp Fun for observation.

A perfect start for the new season (except maybe for Lee)! Two weeks from then would be the first hare scrambles of the year, and we will all gather once again, to start the new season. It was a great weekend with a great group of people, and we all look forward to next year! □

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SCRUB PINE ENDURO

Return of the Ocean County Competition Riders

by Mark Uth

New Lisbon, NJ 11/22/92

Nearly everyone likes an underdog. Who doesn't cheer for the 125s during the 125-500 moto at the USGP, or like to see local guys win National Enduros? It's simply human nature. This year's Scrub Pine Enduro had early on assumed the role of underdog as a result of grumblings from chicken little and other doom-sayers, who predicted a premature demise of the event. That's not to say that the concern was completely without reason. The Ocean County Competition Riders hadn't put on an enduro in five years, since having the rug pulled out from beneath them by the "friendly and open-minded" (choke, cough) NJ Fish and Game people. Since then, the club has had to contend with dwindling land access, dwindling club membership and a dwindling treasury, each of which created some legitimate hurdles to this year's successful return. Fortunately the efforts of club president/trailboss Perry Hodges, event referee John Walters, and a handful of other dedicated club members, served to surmount those hurdles and put on a short, easy, family-type run worthy of being labeled the 1992 ECEA finale.

Since being evicted from their previous starting area near Bamber Lake, the club enlisted the help of the truly cooperative Forest Rangers of the Lebanon State Forest, and laid claim to the same group camping site, located near Pakim Pond, used for the Pine Hill Enduro. As during last April's Pine Hill, the site provided plenty of improved sites for tents, campers or whatever; modern bathroom facilities and a nature center building that is a natural for pre/post-race administrative activities. Unlike the Pine Hill event, the club cleverly circumvented the prohibition on selling food in the state forest by offering free food (burgers, chili, hot chocolate, etc.) and accepting optional donations for the service. Food services were handled by Lakehurst's Cub Scout Pack #10, who in return for their efforts received all donated proceeds.

Race day weather was a bit unusual for late November in that temperatures were unseasonably warm, with highs in the 50s. Not surprisingly, this warm weather was accompanied by gloomy and overcast skies with rain pre-

dicted and delivered, later in the day. However, conditions could certainly have been worse. As a result of the acceptable weather and perhaps the specter of familiar Pine Hill terrain, the turnout for the race was sizeable. Entered for the event were 341 riders, of which 325 started and 304 finished.

In deference to CJCR's historical claim to the area, the Ocean County guys didn't even begin to lay out the course until early June. In addition, the OCCR went to great lengths to avoid roosting up trails traditionally used by CJCR. The result was a course that explored some previously unused corners of the forest while criss-crossing characteristic pine and deciduous woods. There were a few rolling hills trav-



ECEA riders got a second shot at the Pine Barrens last fall, with the long-awaited return of the Scrub Pine enduro, but there was just too much rain for photos. (Stumpjumper photo by Shawn McKenna)

ersed, no water obstacles, and no ignorant tight sections.

Trailboss Hodges planned for riders a short two-loop course which measured 78.1 roll chart miles, or an actual 61.4 land miles. The course was run entirely in state forest and intended to be a "thinking" ride that would be decided by tiebreaking seconds. This plan forced riders to strategize emergency check-ins. The dilemma was this: enter a given section at the 30 second mark and save tiebreaking seconds initially, or enter at the top of the minute and hope that more than 30 seconds would be dropped through the section's duration. Cautious riders most often opted for the first choice. This day, however, throwing caution to the wind was the ticket that allowed winning riders to gain the necessary advantage over those who zoned.

Loop one began with some timekeeping for the first 7 or 8 miles and then threw riders into a fast points-taking section located near Deep Hollow Pond. This section included emergency checks at the beginning and end as well as an observation to keep everyone on the same track. After a short reset, riders were checked into another potential points-taker located east of New Lisbon Road. This section of fire cuts was run at high trail speeds through open woods and was also sandwiched by a pair of emergency checks. Most fast riders zeroed this second section. The loop culminated with some trail riding behind PL (Presidential Lakes) and the gas available located on a sand road near Mount Misery.

The PM loop greeted most riders with the onset of the inclement weather. The loop was to contain a single points-taker, found a few miles out from the gas. Much of this lengthy section was run at fast speeds over fresh fire cuts plowed into soft sand. The combination of the rain, the jagged edges of the new trail and whoop-forming loose sand made for the only really challenging trail for the day and turned out to be the only section in which all riders dropped points. The balance of the afternoon loop was spent splashing along in the rain on two track roads at a sea snail's pace. The course did manage to meander out to the Pasadena ghost town and back in the process, and found many a rider yearning for check points, just for the opportunity to smoke for three miles and warm up a bit.

The scoring and posting of results on the day proved to be the only real hiccup in an otherwise well organized event. As it was, although all riders completed the ride by shortly after 1 PM, the awards presentations did not commence until nearly 8 PM! A combination of factors, mostly tied to the rain, resulted in a near collapse in the club's ability to properly score the race. Due to the limited available manpower, OCCR depended on several other local clubs, including PBER, SJER, and lame duck ECEA president Kenny Lee Taylor to oversee the activities of many checkpoints. This arrangement allowed some crews to be ill-prepared to deal with the inclement weather and even led to problems with some of the back up sheets. Many (read: the vast majority) score cards were rendered illegible by the use of

water-based markers by check crews, and an overzealous check crew late in the day that insisted on wiping the cards clean of water (and all previous scores), prior to entering that check's score. The result was lengthy hand scoring of many riders from whatever back up sheets were available, along with protests, complaints, etc. Fortunately, OCCR officials remained calm and cheery through this trying turn of events and managed to come to some sort of accommodation with all involved.

One place in which there was no dispute was the crowning of Grand Champion. Dale Hiles, Jr., who in a race designed to be decided by seconds, managed to shave off a full point where no one else could, and finished with an unequaled 2 score. This win marked a year long, steady climb by Dale to the top of the victory podium. Leading a tidal wave of 3-point scores, Anthony Tomasello (3/190) narrowly edged out Donny Tomlin (3/198) and claimed the High Point A trophy for the race. The High Point B honors were earned by B Vet class rider Stewart Crouch who turned in a 3/225 card, besting the next closest B rider by 20 seconds. This final victory will push Stu into the A class for next season. In the C Class, Larry Petrangelo dropped 5 points while riding his 250 Yamaha to the High Point victory, edging out XR rider Terry Tucker on tiebreaking seconds. Worthy of note are statistics regarding

how close the results were. A mere 82 seconds separated overall finishers in places 2 through 14, and 13 of the top 20 B riders also finished with 3 point scores.

Trophies and prizes available to top finishers were a little thinner than the norm, attributed to OCCR's poor financial condition prior to the event. The club had intended to recycle trophies from the ill fated '88 event, but found that these had been damaged in storage. As a result, plain but unique trophies made from clear coated pine board were awarded to the top 3 finishers within the A class, and the top 5 positions within the B and C classes.

There were a few prizes and gift certificates awarded, courtesy of Griffin Vehicle in Chatsworth. These uncharacteristically included awards for High Point ATK, High Point KTM and High Point Husky--and who says the Japanese brands are the only ones with contingencies!

The post-race blotter revealed no major injuries and no complaints whatsoever from the State Forest Rangers. Certainly, a special appreciation is owed to state forest superintendent Chris Bethman, and Ranger Scott of Lebanon State Forest who played pivotal roles in organizing the race. In fact, the rangers even offered to police a certain section next year, that this year suffered repeatedly from disappearing arrow syndrome. Additional thanks are owed to the Mercy First Aid Squad from Lebanon Lakes as well as the handful of faithful club members, family and friends that pulled this one off.

Trailboss Hodges promised for next year a

similar run in length and difficulty level with more trail sections, less road and no stoppers. A more traditional spread of trophies and prizes

can be expected and rest assured, all check crews will be equipped with grease pencils and other water-resistant gear! □

Scrub Pine Enduro

Class Results

Dale Hiles Jr. Yam 2

Grand Champion

Anthony Tomasello Hus 3

High Point A

Stewart Crouch Kaw 3

High Point B

Larry Petrangelo Yam 5

High Point C

Teams

1. Meteor #1	16
2. CJCR Good	18
3. Tri-County Hammer II	18
4. Meteor #2	18
5. Meteor #3	19

AA

1. Ken Yankowski	KTM 3
2. Mike McHale	KTM 3
3. John Rogers	Yam 3
4. Bill Atkinson	Kaw 3
5. R. Mollenkopf	Yam 3

A125

1. Rob Farber	Hon 3
2. Steve Hodgson	Kaw 3
3. David Barlow	Kaw 4
4. Bob Agonis	Hus 4
5. Steve Chapkovich	Hus 5

A200

1. Robert Mohn	Kaw 3
2. Ed Hamilton	Kaw 3
3. Keith McIntyre	Kaw 3
4. Craig Shenigo	Yam 4
5. Scott Wolcott	Kaw 4

A250

1. Marc Grossman	Kaw 3
2. Rich Lafferty	KTM 3
3. Chris O'Brien	Kaw 3

4. Mark Marcin Suz 3

5. Mark Spence KTM 4

A Open

1. Dale Freitas Hus 3

2. Michael Slechta KTM 4

3. W.H. Moudy KTM 5

4. David Schoch Hon 5

5. Mark Larsen Suz 5

A Four Stroke

1. Donnie Tomlin Hus 3

2. Pat Emmons Hon 3

3. John Smith Hon 3

4. Russ Hancock Hon 3

5. John Cushing Hon 4

A Veteran

1. Lou Oswald Hon 3

2. John Walaszek Yam 4

3. Eric Koeller Hus 4

4. Cliff Tenney Yam 5

5. Rick Piascinski Hon 5

A Senior

1. Tom Ebersole Hus 3

2. Scott Wolfersberger Suz 3

3. Bill Atherholt KTM 4

4. Fred Wickline Suz 5

5. Rich Trader KTM 5

A Super Senior

1. Dan Van Driel Kaw 5

2. Bob Evans Yam 5

3. Pete Parlett KTM 5

4. George Clickner Hus 6

5. Ray McAloon Kaw 6

Women

1. Kathi Cambell Kaw 6

2. Cathie McDowell Kaw 14

B 125

1. Allen Vanneman Suz 3

2. Skip Montana Suz 3

3. Paul Blackwell KTM 4

4. Alex Camacho Kaw 4

5. Steve Leatherwood Yam 4

B 200

1. Jeff Kirchner Kaw 4

2. John Neifert Jr. Kaw 4

3. John Castaldi Kaw 4

4. Robert Morris Kaw 4

5. Robert Stein Kaw 4

B 250

1. Ken Law Suz 3

2. Keith Mahon Hon 3

3. Keith Hausman Suz 3

4. Ed O'Flynn Hus 3

5. Lewis Smith Jr. KTM 3

B Open

1. Kevin Kuenzer KTM 3

2. Doug Riley KTM 3

3. David Jobs Hus 3

4. William Maco Kaw 4

5. Mark Uth Hon 4

B Four Stroke

1. Don Testerman Jr. Hon 5

2. Jim Cooper Hon 5

3. Jeff Focht Hon 5

4. Chris Gee Hon 5

5. Rob Kirkpatrick Hon 5

B Veteran

1. Stewart Crouch Kaw 3

2. Kim Leary Hon 3

3. Gene Garron Yam 4

4. Ken Quillen Kaw 4

5. Steve Mason Hon 4

B Senior

1. Wayne Robinson Hon 7

2. B. Wilson III Yam 7

3. James Schmits Yam 8

4. Joe Stanzeski Hon 10

5. Ray Kollman Hon 10

B Super Senior

1. Bill Wahl Sr. Kaw 8

2. Paul Anderson Suz 10

3. Frank Todash KTM 13

4. Craig Morris KTM 14

5. Joe Springer Hus 15

C 200

1. William Wahl Jr. Kaw 7

2. Gerald Peklak Kaw 7

3. Brian Sebazco Kaw 7

4. Jeff Huesman Kaw 8

5. Craig Cossaboon Kaw 9

C 250

1. Steve Brown Hon 7

2. Jeff Feltes KTM 7

3. Greg Kohfeidt Hon 7

4. Shep McHenry Hus 8

5. B. Purdy Kaw 8

C Open

1. S. Allegretti KTM 9

2. James McCommon Kaw 9

3. S. Garaguso KTM 10

4. Randy Folyer Hon 10

5. Jim Cook Suz 11

C Four Stroke

1. Terry Tucker Hon 5

2. Rick Nelson Hon 7

3. Joe Skirim Suz 8

4. L. Whildon Hon 9

5. Ron Lesnak Hon 10

Dual Sport

1. Robert Gomez Suz 5

2. William Lasche Suz 6

3. John Storch Hon 8

4. Steve Hyde Hon 14

5. Robert Gozdzur Yam 28

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KTM 400LC4 E/XC

KTM's midrange thumper looks like a winner

St. George, Utah 2/28

There should be little doubt among four-stroke enthusiasts, and especially KTM riders, that the 400LC4 has been an anxiously awaited bike. A lot of positive anticipation was inevitable. Among the real elite four-stroke riders, KTM's 600LC4 (actually 550cc's) has a reputation for being all the four-stroke anyone could ever want. It is a totally race-oriented chassis with a gut-bustingly torquey engine and typical KTM attention to detail. It is a favorite of bigger guys, and riders who are able to license it easily in their state (as a no-compromise dual sport). The only trouble with the big 600 is just that: it feels big, and it takes a real commitment to want to kick start and ride a 550cc four-stroke every weekend.

So all the other closet four-stroke freaks in the world wanted a mid-size machine; something to compete with the Suzuki DR350 and the Husky 350. KTM heard the call, and spent nearly four years developing a mid-sized engine. The first permutations of it were 350cc machines, a concession to European licensing laws (licenses are categorized by bike size, and a 350cc license is easier to get—and yes, the bikes are street legal in Europe) and Enduro World Championship competition.

They proved their point handily by winning the ISDE 350cc Four-Stroke class the past two years, but KTM's American division decided that a 400cc would be perfect for our market, and they are probably correct. We are not restricted by two sizes of four-stroke class, and a 400cc has a definite edge over a 350, without the heavy feel and intimidating power output of a full 600.

So enough build-up. Yes, we rode one of the 400s. Acerbis invited us out to a press conference on the Nevada Rally, to happen this Au-

gust, and KTM planned to take a couple of display bikes out to the meeting. It was child's play for us to kill two birds with one stone, and as a result *Trail Rider* turned out to be the first magazine to ride the 400. And, we're the first one to get a test of it into print, I hope you notice!

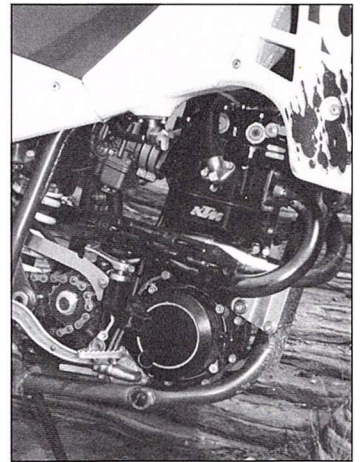
But as usual, we're going to walk out the usual disclaimers and not call this a test, since how the bike works in the Nevada and Utah deserts is almost meaningless to all you eastern riders

next to a 650 Kawasaki Baja bike at the press conference, and you could have easily stuffed the whole KTM engine inside of the Kawasaki engine, with room to spare. The bottom end looks an awful lot like a KTM two-stroke engine with extra oil plumbing; it is of the wet-sump variety—all the oil (1500cc) is carried in the bottom end, not in the frame backbone.

The big 600cc engine is surprisingly easy to start, if you're experienced at it. The 400 engine is simplicity. It starts so easily it's as if it was



Roosting in the desert on the 400. The engine is practically the same as the 600, only with a shorter stroke. Overall package is typical KTM quality, the only thing we'd really complain about is the side stand—they still haven't mastered the art of holding a bike up in loose dirt.



with mud under your toenails. Call it a "western impression," and we'll do our best to translate our findings into eastern-speak.

First, The Motor

The 400cc engine is exactly the same as the 600cc engine, except that the 400 has a shorter stroke. Both bikes take the same 95mm piston, and all the engine parts are identical, except for the length of the connecting rod and cylinder bore. Easy job; keeps things simple. The beauty of this engine is its size—it is tiny. Pull it out of the frame and put it on the bathroom scale, and you'll find that it only weighs 75 pounds, which is amazing for a competition four-stroke. It sat

already running, just not making any noise. It has a manual compression release that you can use to find top dead center before you kick, but that really isn't necessary. Just take your hand off the throttle and kick it.

Keeping away from the throttle is very important, since the Dell'Orto carb has a completely separate choke/starting circuit. With the throttle closed and the choke on, that circuit is active, and it knows just exactly what the 400 needs to run cold. For hot starting, the Dell'Orto has a hot-start button on its left side; hit the button and kick, and the 400 hums to life. KTM employees get a kick out of starting the 400--

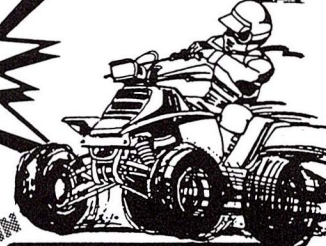
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Best 8 Scores Count Toward 1993 Series Championship

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I-75 to Exit 71, Rt 326 E 1 mi., Rt 441 S 1/2 mi. (904) 591-3265
2. Mar. 13/14 **DALLAS RICKER** Greeneville, TN
40 mi. north of Knoxville on I-81, exit 44 (615) 234-0772
3. Mar. 27/28 **LORETTA LYNN RANCH** Hurricane Mills, TN
70 mi. W of Nashville on I-40, Exit 143 to Rt 13N (615) 296-7700
4. Apr. 17/18 **WHISKEY RIDGE** Sharpsburg, MD
I-70 to Rt 65 S to Sharpsburg, right on Main to South
Mechanics/Harpers Ferry Rd. (301) 797-1025
5. May 1/2 **BOYERS** Boyers, PA
50 miles north of Pittsburgh, I-79 to I-80 east to Rt 308 S
6. May 15/16 **BROWNSVILLE PARK** Brownsville, PA
East of Washington on Rt 40, downtown Exit south to city park
7. June 5/6 **BURR OAKS** Millfield, OH
Rt 13 east of Athens to Millfield (614) 653-7395
8. June 19/20 **BLACKWATER** Davis, WV
Rt 219 to Rt 32 into Canaan Valley (304) 259-5315
9. July 31 **MIDWEST MOTORSPORTS** Kahoka, MO
7 miles S of Kahoka on Rt Y (816) 727-2136
10. Aug. 28/29 **LAUREL RIDGE** Laurelville, OH
1 mile east of Laurelville on Rt 56 (614) 871-1100
11. Sept. 18/19 **HARDROCK** Bunner Ridge, WV
I-79 to East Fairmont Exit 139, follow signs
12. Oct. 2/3 **FOREST FESTIVAL** Elkins, WV
I-79 to Rt 33 to Elkins, 20 miles (near Jimtown)
13. Oct. 16/17 **STARVATION POINT** Elizabeth, WV
I-77 to Mineral Wells Exit, take Rt 14 to Elizabeth
14. Oct. 30/31 **HIGH POINT** Mt. Morris, PA
I-79 to PA Exit 1, go east

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and the 600--by *hand*, shoving the kickstarter through bare-handed. We haven't tried it yet, but have seen it often enough to know that it's not a difficult job.

Our bike ran with no untoward clicky-clacky noises; it sounded smooth and tight. The lack of noise was aided by a super-long silencer that will not be on the final production machines. It will be replaced with a shorter version that will allow the addition of a spark arrestor. Even so, the final product should still be pretty quiet. At idle, you could talk over the 400 in a normal voice. At full honk it has a pretty good bark, but it isn't irritating. It just sounds like *horsepower*.

The horsepower is actually pretty predictable. The 400 has less overall power than the 600, plenty of torque down low, and good strong midrange and top end power. It is much stronger than the DR350, and within the same horsepower range of the 350 Husky. Actually, it would be difficult to compare the Husky with the KTM without having them side by side, and we didn't have one. Maybe next time.

This short-stroke 400 engine is basically quick-revving; zipper than a DR but not quite as wild as a Husaberg. It's a very serious powerband, but four-stroke delivery makes it easily manageable for simple trail rides. This is a do-anything engine that just about every rider would be happy with.

Chassis Things

The 400 shares the same basic anthracite gray frame as the two stroke machines, with subtle differences to accommodate the thumper engine. It is a basic, good design--the KTM



We spent three days riding the 600 and 400 in the Utah desert, and came away wishing for even more time on the bikes!

frames have always set the standard for strength and good handling. For 1993, this chassis is aided by a 18-degree triple clamp offset, which pulls the steering in quicker and creates a lighter feel at the handlebars. Both four-strokes use the WP suspension components this year, making WP now standard across the line.

Our first ride on the 400 was a little troubling. The front end wanted to skip across the bumps, and the steering was heavy and slow. A few minutes with a tape measure confirmed our

suspensions that the rear preload was far too soft, and we wound up setting it at about 105mm (rear sag). A look at the forks revealed rebound settings of 2, and compression settings at 4, way too stiff for our tastes. We experimented, but eventually set the fork compression at 1 and the rebound at 1. To be painfully honest, we never even bothered to look at the shock settings, since it worked fine once the preload was set. The KTM folks hadn't had a chance to set up and tune these things, but even if they had it is always wise to spend some time dialing in a bike, whether someone says it's been done or not.

The difference in handling, once we were done, was astounding. The front end bit like a junkyard dog, and the back end was happy to follow anywhere. This is a pretty good trick, considering the terrain we were riding in: first day, Nevada desert; second day, Utah endless sand and slickrock; third day, Arizona red mud, thanks to a day-long rain.

The bike was least happiest in the sand, but then sand is the hardest thing to set a bike up for, especially a four-stroke. You'd want it stiffer than we had it, and it would actually respond better with the gearing lowered a bit. The slickrock, desert and mud was no problem; the Unicross tires were happy in it, suspension was plush and the turning was sharp and predictable.

Dry weight of the 400 is listed as 255 pounds, one pound lighter than the 600, which is not bad, as far as four-stroke weights overall go. The trick with four-strokes in any situation is to

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let it take the trail, and forget about trying to muscle it around like you'd do with a two-stroke 125 or 250. This goes for all four-strokes, and the KTM is no exception.

Details

All of the hand controls are first-rate Magura items. You forget how good Magura levers are, but we remembered after a slow tip-over curled the clutch lever. A little bit of muscle with a box wrench and the lever was as good as new. Any lever on a Japanese bike would have snapped.

The LC4s have a new rear hub this year, a cush-drive rear hub at that. This is to smooth out the power pulses to the rear end, and only time will tell if it is a maintenance hassle. It looks sturdy enough, though, and the sprocket used is a standard KTM sprocket.

Metzeler Unicross tires work well in just about all situations, and they are wrapped around genuine DID rims. Along with the huge spokes, these wheels look completely bomb-proof this year.

Like the rest of the KTM line, the LC4 features the new "flatter" seat which doesn't lock you into one position on the saddle. It has KTM's own version of a non-slip seat, but it's nothing like a DeVol seat.

In a step back to the old days, the kickstarter and shifter share the same basic shaft position. This is obviously done to move the kickstarter as low as possible. We'd still like to see a shorter kickstart lever, but less length would make the bike difficult to kick for a novice. As it is, kicking is pretty easy, and like we said before, the bike starts without a problem.

The front and rear disc brakes are the same strong units found on the two-stroke KTMs. At first, we thought the rear was too touchy, but when we settled down and got used to the bike it was no longer a problem. Since we were riding in an area that hasn't seen good traction in this epoch, we should automatically factor in the effect eastern soil will have on the LC4. It should get along marvelously.

Worth the Wait

The 400 LC4 has something to offer all persuasions of riders. If you've been slamming around on a two-stroke and are now ready to

switch to the thumper gang, the LC4 is going to feel great because it doesn't take major modifications to feel genuinely race-ready. As a matter of fact, the 400's basic suspension settings are going to be excellent for the majority of users right out of the box, thanks to the fact that the WP adjustment clickers finally work correctly. The spring rates are good for a 180-pound rider, somebody lighter or heavier may need to change.

To tell the truth, we expected this bike to be good. Having ridden the 600 on numerous occasions we knew how well the KTM four-stroke worked. Trouble was, it was too big of a bike. We salivated over the thought of a 350 or 400, and now it is here, and yes, it is good. You

can possibly complain about the weight, but no other four-stroke is lighter, with the exception of the Husaberg, which costs \$2000 more. The price, at \$5429, is a little steep, but before May 31 purchase includes a \$300 Customer Care Kit with a number of important parts, and all of the KTMs come with a 30 day warranty, no matter whether you race the bike or not. Considering that this same bike sells for nearly \$8000 in Europe, the American price isn't so high.

But on a purely visceral level, we like the bike, and are aching to get one on this coast, just to see how good it can be in the woods. If you've got any kind of four-stroke experience, we'll bet that you like it too. Now let's see...if we sell the XRL and the ATK and the two Pentons.... □

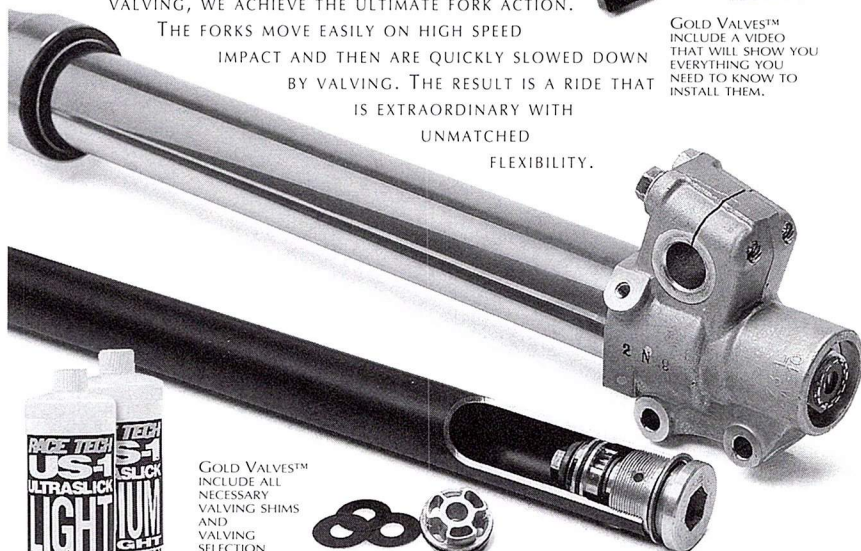
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AWARDS NIGHT!

Jack Lafferty Jr. takes his seventh overall trophy

by Mark Uth

Wilmington, DE 1/23

The East Coast Enduro Association hosted their annual awards banquet on the 23rd of January, this year, held again at the Holiday Inn in downtown Wilmington, Delaware. And a "downtown" affair it was, as most ECEA members dusted off their dress apparel and appeared in uncharacteristically clean, pressed and fragrant formal attire.

The evening's agenda included an hour long cocktail mingle about the pool area, followed by dinner, the awards ceremony and finally DJ music and dancing, all held in the great banquet hall. Although general attendance was up for the year, many commented on the light showing of '93 bikes and equipment displayed by the various manufacturers. Nonetheless, all bike manufacturers were represented in one way or another, many providing the first look at new '93 offerings.

Not surprisingly, the night's main event was to be the awards presentations that were colorfully emceed by DER's Charlie Stapleford. The highlight of the awards ceremony was the crowning of Jack Lafferty, Jr. as the ECEA Overall Champion for a record seventh time, and the corresponding presentation of the spoils: a shiny new '93 KTM 250 EXC presented by Jeff Russell, for this year's campaign. The lengthy awards ceremony lasted nearly two hours as huge trophies were handed out to all top five class finishers and fine looking plaques to those finishers in places six through 10. Nearly all trophies and plaques were accompanied by bags full of

goodies that included various complimentary gear and apparel. The list of sponsors is considerable, and is presented in the sidebar. We

The announcements of the winners of the ECEA Enduro of the Year and Most Improved Enduro were awaited with much anticipation as the results remained a secret to all until the formal announcement. However, it was well worth the wait as the Reading Enduro Riders (ECEA Enduro of the Year) and Meteor (ECEA Most Improved Enduro) were recognized for fine 1992 events by their riding peers.

One of the big side stories of the banquet was the changing of the watch, so to speak, at the helm of the ECEA. Kenny Lee Taylor ended an active and successful four year era as ECEA president and formally turned over the reins to newly elected president Perry Hodges, who hails from the Ocean County Competition Riders. Perry commented that he was looking forward to "getting into the thick" of ECEA happenings, while Kenny Lee claimed that he'd spend his newly found free time "riding every damn ECEA event!" in 1993. Good luck to both of them. □



From left: third place Fred Hoess, Grand Champion Jack Lafferty Jr., and second overall Mike Lafferty. Jack Jr. made 1992 his seventh overall championship. Left: Jack's bike for '93, courtesy of KTM.



here at *Trail Rider* would like to extend a hearty congratulations to all of the ECEA's finest, and thanks to all sponsors who helped out throughout the year.

Top 20 ECEA Riders Overall

- | | |
|----------------------|-----|
| 1. Jack Lafferty Jr. | KTM |
| 2. Michael Lafferty | KTM |
| 3. Fred Hoess | Hus |
| 4. Bill Atkinson | Kaw |
| 5. Mike McHale | KTM |
| 6. Don Tomlin | Hus |
| 7. Dale Hiles | Yam |
| 8. Kevin Bennett | Yam |
| 9. Ed Hamilton | Kaw |
| 10. Marc Grossman | Kaw |
| 11. Dan Nenstiel | Hon |
| 12. Bob Bennett | Hon |
| 13. Drew Smith | Suz |
| 14. John Rogers | Yam |
| 15. Todd Reder | Suz |
| 16. Richard Lafferty | KTM |
| 17. Chris Smith | Suz |
| 18. Ken Yankowski | KTM |
| 19. Hank Stankiewicz | Yam |
| 20. Mike Moore | Hus |

Top Teams for 1992

- Central Jersey Enduro Riders
- Delaware Enduro Riders
- Tri-County Motorcycle Club
- Meteor Motorcycle Club
- Reading Off-Road Riders
- Ridge Riders Motorcycle Club
- Competition Dirt Riders
- Valley Forge Trail Riders
- Eastern Long Island M.C.
- Susquehanna Off Road Riders

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| DeVol Engineering | Pete's Cycle |
| Diamond Motorsports | Pro Pilot Racing |
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1. Bill Atkinson	Kaw	6. Dale Waxmunski
2. Mike McHale	KTM	7. Rob Aldakimov
3. Dan Nenstiel	Hon	8. Jim Kessler
4. Bob Bennett	Hon	9. Mike Reszkowski
5. Kevin Bennett	Yam	10. Stanley Amorin
6. Ken Yankowski	KTM	
7. John Rogers	Yam	
A125		
1. Dale Hiles	Yam	1. Marc Grossman
2. Marc Gaertner	Hus	2. Todd Reder
3. Bob Agonis	Hus	3. Richard Lafferty
4. Steve Aretz	Yam	4. Rick Marcinkewicz
5. Dave Barlow	Kaw	5. Chris O'Brien
6. Perry Hodges	Yam	6. Drew Smith
7. Robert Provost	Hus	7. Kevin Duffy
8. Mike Samson	KTM	8. Mark Marcin
9. Jim Costello	Suz	9. John Walter
10. Steve Chapkovich	Hus	10. Chris Salin
A200		
1. Ed Hamilton	Kaw	1. Anthony Tomasello
2. Rob Mohn	Kaw	2. Dean Spencer
3. Keith McIntyre	Kaw	3. Donnie Lingle
4. Craig Shenigo	Yam	4. Howard Moudy
5. Chris Garber	Yam	5. Wayne Fontanazza
		6. Tom Folkl
		7. Mike Moore
		8. Dale Freitas

9. Mark Larsen	Kaw
10. Ken Poerner	KTM
A Veteran	
1. Hank Stankiewicz	Yam
2. Eric Koeller	Hus
3. Cliff Tenney	Yam
4. Mark Lambert	Suz
5. Brad Little	Hon
6. Lloyd Gottshall	Kaw
7. John Walaszek	Yam
8. Lou Oswald	Hon
9. Richard Heins	Suz
10. Rich Schoonmaker	KTM



AA



A200



A 125



A 250



A Open



A Veteran

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2. John Cushing Hon
3. Glen Gater Hon
4. Pat Emmons Hon
5. John Smith Hon
6. Rick Stuart Hon
7. Steve Chapkovich Hus
8. Erik Nijkamp Hus
9. Russ Hancock Hon
10. Mark Young Hon

A Senior

1. Scott Wolfersberger Yam
2. Tom Ebersole Hus
3. Jack Lafferty Sr. KTM
4. Charles Stapleford Kaw
5. Wick Wickline Suz
6. Rich Tompkins Kaw
7. Tom Marsh Yam
8. Rich Trader KTM

9. Roy Fliegau Hbg
10. Dick Shirk Kaw

A Super Senior

1. Joseph Galle Yam
2. Pete Parlett KTM
3. George Clickner Hus
4. Wolfgang Kruse Hon
5. Dan Van Driel Kaw
6. Dave Crum Hus
7. Bob Evans Yam
8. Don Kirkpatrick Hon
9. Ed Baker Hon

B 125

1. Steve Leatherwood Yam
2. Paul Blackwell KTM
3. Alex Camacho Kaw
4. Skip Montana Suz
5. Kerry Koeller KTM
6. Lou Green Suz
7. Chris Walaszek KTM
8. Chris Wesesky Hon
9. Bill Adamchik Hon

10. Richard Wisdo Hon

B 200

1. Jeff Kirchner Kaw
2. M. Dean Spencer Kaw
3. Jeff Brethauer Kaw
4. John Neifert Jr. Kaw
5. Tim Shepps Kaw
6. Bob Stein Kaw
7. Tim Steese Kaw
8. Bob Aldakimov Kaw
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A Super Senior



A Four Stroke



B 125



B 200



A Senior

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B 250

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3. John Stachowski	KTM
4. Ed O'Flynn	Hus
5. Jeff Botsford	Yam
6. Mike Vandenberghe	Kaw
7. Ken Law	Suz
8. Keith Hausman	Suz
9. William Maco	Kaw
10. Keith Mahon	Hon

B Open

1. Larry Gordon	Suz
2. John Bomberger	Hus
3. David Jobes	Hus
4. Dave Kelson	KTM
5. Louis Rizzati	Hus
6. Mark Venanzi	Hus
7. Joseph Galie Jr.	KTM
8. Scott Lewis	Kaw
9. Chris Fliegau	KTM
10. Frank Lillo	KTM

B Veteran

1. Stewart Crouch	Kaw
2. Ken Quillen	Kaw
3. Gene Garron	Yam

4. Charlie Canedy	Kaw
5. Michael Miller	KTM
6. Lou Oswald	Hon
7. Robert Kozacheson	KTM
8. Steve Mason	Hon
9. James Breitegan Jr.	Yam
10. Tim Urban	Yam

B Four Stroke

1. Don Testerman	Hon
2. Jeff Focht	Hon
3. Randy Ferman	Hus
4. Alan Wolfe Jr.	Hon
5. Fred Schalek	Hon
6. Brian Yurky	Hon
7. Steve Speak	Hon
8. Alan Brown	Hon
9. Chris Gee	Hon
10. Chris Cummings	Hon

B Senior

1. Burnett Wilson III	Yam
2. Dick Shirk	Kaw
3. John S. Cooper III	Hon
4. Mike Vanovich	KTM
5. James Mazick	Kaw
6. Tony Agonis	KTM
7. Richard Meeker	KTM

8. Bob Darpino	Suz
9. Peter Bendik	KTM
10. Paul J. Anderson	Suz

B Super Senior

1. William J. Wahl Sr.	Kaw
2. Ken Schaefer	Hon
3. Robert Hoover	Hon
4. Joe Springer	Hus
5. Roe Halbert	KTM
6. Frank Todash	KTM



B250



B Open



B Veteran



B Super Senior



B Four Stroke



B Senior

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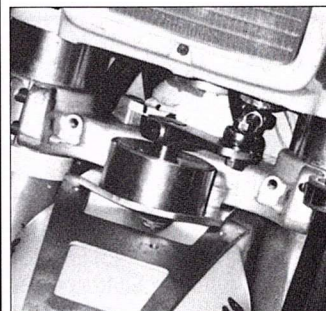
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ECEA SEASON PREVIEW

19 different events offer plenty to do this summer

by Mark Uth

With the 1993 riding season underway we thought it prudent to give our readers an overview of this year's planned ECEA competition events. As of this writing, a 19 event enduro schedule is planned that stretches from the end of March through the end of November. Of course the ECEA's member clubs also sponsor a half dozen or so dual sporting events as well as a brand new hare scrambles series, but for this exercise we're sticking to the enduro series. For a printed schedule, call or write to the ECEA, as listed in the *Eastern News* column.

AMA membership and membership in a race sanctioning organization (like NETRA) are the only credentials required. Those not holding competition cards may obtain an ECEA C card on the day before the events listed, after a short attitude adjustment session and subsequent testing. Typical bike requirements are head/tail light, valid license plate with matching registration and a functioning muffler with spark arrestor. Entry fees are usually \$20-\$25. Some ECEA events are limited to riders over the age of 18; if you plan on riding with young'uns, call ahead. Details, details. At any rate, here's the poop (in rough order of occurrence) and by all means, come on down!

1. GREENBRIER ENDURO Tri-County Sportsmen MC

Where: Private and public lands in and about Belleplain State Forest, Cumberland County, NJ; Start: Belleplain Fire House, Belleplain, NJ

Camping Facilities: Limited primitive camping in fields in and about the fire house. Nearby camping (about 2 miles) in Belleplain State Forest. Food by fire company.

Typical Terrain/Course: Fire cuts, single and two track trail run through pine and deciduous forest. Sand and hardpack soil conditions, occasional greasy water obstacles, and lots of blind hill climbs and switch backs in terrain dominated by overgrown dirt mounds. Plenty tight at times.

Attendance last year: 350+ starters
Information: (609)327-7936

2. CURLY FERN ENDURO

South Jersey Competition Riders

Where: Wharton State Forest, Burlington County, NJ; Start: Indian Mills, NJ

Camping Facilities: Ample primitive camping space available in large privately owned field; campers, tents, etc. all welcomed. Camping



The ECEA offers enduros from South Jersey sand runs to rocky Pennsylvania mountain events, all season long.

with all the frills at nearby Atsion Lake Recreation area. Good food by gun club.

Typical Terrain/Course: South Jersey sand conditions, pine and deciduous forest, occasional water during wet seasons, well worn trails. SJER takes points through lengthy tight sections and debilitating whoop connectors. Mileage: approximately 80 land miles.

Attendance last year: 340+
Information: (609)227-5078

3. PINE HILL ENDURO Central Jersey Competition Riders

Where: Lebanon State Forest, Burlington County, NJ; Start: Group camping area located

in Lebanon State Forest near Pakim Pond

Camping Facilities: Excellent improved camping sites for tents and campers within the State Forest. Modern bathroom facilities, proper trash removal facilities, no charge. Food vendors not allowed in State Park, food available nearby.

Typical Terrain/Course: South Jersey sand run, some tight sections, ample resets, tricky timekeeping, usually about 75 or 80 land miles, low DNF rate.

Attendance last year: 430+
Information: (908)985-9016

4. PINE BARONS ENDURO Pine Barons Enduro Riders

Where: Wharton and Bass River State Forests, New Gretna, Burlington County, NJ; Start: Chips Folly campground

Camping Facilities: Privately owned campground provides a sufficient number of decent modern campsites for tents and campers, no charge. Legendary Saturday night festivities with live band, good food.

Typical Terrain/Course: South Jersey sand conditions in pine and deciduous forest, dikes and minor water obstacles. Some whoop-de-dos, no hills of any consequence, some extended tight sections, usually 90-100 land miles long.

Attendance last year: 250+ entrants
Information: (908)914-1948

5. RIDGE RUN ENDURO Ridge Riders Motorcycle Club,

Where: Private property, Sussex County, NJ; Start: Stanhope, NJ

Camping Facilities: Primitive camping on site, private campgrounds available nearby, motels close by. Good fast food by local volunteers.

Typical Terrain/Course: Moderate tight hardwoods forest and excellent New Jersey hill country terrain, studded with round rocks up to Volkswagen-size. Usually wet and slippery; primarily forest loam. Ridge Riders have favored club members in the past, expect a high entry fee if you have no club. Will be a two-day AMA ISDE Qualifier this year, ECEA points on Sunday.

Attendance last year: 250+
Information: (201)729-9764



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Ridge Riders Motorcycle Club

PRESENTS

RIDGE RUN XXIV

1993 NATIONAL RELIABILITY ENDURO

May 9, 1993 Keytime 8:00 A.M.



Start: Northern New Jersey. Take Route 80 to Route 206 north to Waterloo Road. Follow arrows to start. Sign-up will be open Saturday from 3:00 P.M. until dark, and Sunday at 6:00 A.M.

Entry Fee: Motorcycle club members \$28 Pre-entry, \$33 Post-entry.

Make checks payable to Ridge Riders M.C. and mail entry to:

Ridge Riders M.C.

c/o Eric Koeller

7 Lillion Court

Wayne, NJ 07470



All entrants must be 18 years old or older. Riders will be required to sign a waiver and release at the event.

Starting Position: Will be determined by a drawing on April 30, 1993. Entries received after this date will be assigned a number following all pre-entries. A & B riders attached to C rider entries will be drawn with the C riders. Confirmation of starting number and other information will be mailed following the drawing.

Requirements: All riders must have a valid motorcycle license. All bikes must have a license plate and firmly attached spark arrestor. There will be a tech inspection Sunday morning. All entrants must have a valid AMA card. All C riders and anyone riding to obtain ECEA points must have an ECEA enduro license. ECEA license may be obtained only on Saturday, there is a \$5 fee for the ECEA license. Holders of NETRA or other association cards will be issued a comparable ECEA card. New riders must check "C" class on entry.

Sign Up: Open Saturday from 3:00 P.M. until dark, and Sunday at 6:00 A.M.

Camping: Available free at start grounds May 8 and May 9. There is no water or hookups available.

Food: Food will be offered on Saturday afternoon, with breakfast and lunch on Sunday.

Information: Call Tom Smith at (201)729- 9764 after 5:00 P.M.

Lodging: Day's Inn (201)347-5100 (\$68) • Inn at Panther Valley (908)852-6000 (\$75). Both 10--15 minutes from start.

FINAL MOTO FOR INTENT RIDERS ONLY NO PIT RACING WHATSOEVER OR YOU WILL BE DISQUALIFIED!

Release and Waiver of Liability and Indemnity Agreement

Name _____ Age _____

Address _____

City _____ State _____

Zip _____

Phone (area code) _____

ECEA No. _____

AMA No. _____ Expires: _____

AMA Club Name: _____

Bike Make: _____ Displacement: _____

Check skill level and class below:

☐ AA

☐ A

☐ B

☐ C

☐ Senior (40+) A-B

☐ Super Senior (50+) A-B

☐ Four Stroke A-B-C

☐ Women

☐ Veteran (30+) A-B-C

I hereby give up all of my rights to sue or make any claim whatsoever against the American Motorcyclist Association and its district organizations, the American All Terrain Vehicle Association, the promoters, sponsors and all other persons, participants or organizations conducting or connected with this event for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing for or participating in the event or while I am on the event premises.

I know the risks of danger to myself and my property while participating in the event and while upon the event premises and, relying on my own judgment and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons and organizations connected with this event for damages incurred as a result of my negligence.

Signature _____

Vehicle No. _____

Witness _____

Address _____

**Participant under 18 must have
notarized parent/guardian signature!**

Parent/Guardian Signature (sign in ink)

Notary _____

Commission Expires _____

6. SPEEDSVILLE ENDURO

Ithaca Dirt Riders

Where: Speedsville, NY; Start: Speedsville Little League field

Camping Facilities: Primitive camping on site, some local inns and B&B's. College area, lodging may be difficult, motels as far away as Binghamton--45 miles. Call for lodging advice. Excellent chicken barbecue on Saturday.

Typical Terrain/Course: ISDE Qualifier last year, normal ECEA this year. Shale rocks, clay soils, mysteriously slippery even in dry weather. 100+ miles in hardwood forests, excellent scenic riding but can be very difficult and demanding.

Attendance last year: 200+
Information: (607)539-6149

7. READING ENDURO/BROAD MT. ENDURO

Reading Off Road Riders

Where: New Philadelphia, PA, Start: New Philadelphia Fair Grounds

Camping Facilities: Primitive camping in fair grounds surrounding a ball field; limited space available, no modern facilities. Food available.

Typical Terrain/Course: Scenic mountain top single and two track trails, no extended tight sections, plenty of stream crossings including a formidable ford right after the start (better be waterproof!), granite and shale type rocks, deciduous forests, strip mining pits, about 80 land miles long.

Attendance last year: 230+
Information: (215)926-6827

8. GREEN MARBLE ENDURO

Green Marble Enduro Riders (made up from Northern Virginia Trail Riders, Baltimore County Trail Riders and Maryland Competition Riders)

Where: Private land in and about Whiteford, MD; Start: Old Orchard Campground

Camping Facilities: Excellent private campground with plenty of shaded campsites, some hookups, full facilities, adjacent to the Susquehanna River.

Typical Terrain/Course: Rolling hills of fields and dense forest, some tightness, slimy when wet, a few stream crossings, slimy mud, mild rockiness, both shale and granite variety, slimy mud, bottle neck potential at some single track hill climbs, usually about 80 land miles, run entirely on private land and slimy mud if wet.

Attendance last year: 340+ entrants
Information: (410)788-5173

9. SHOTGUN RUN

High Mountain Dirt Riders

Where: Private land, coal mining land south and west of Wilkes Barre; Start: Hobbie, PA, firehouse.

Camping Facilities: Primitive camping on site, not much else nearby; tavern right across street, be careful.

Typical Terrain/Course: Hilly hardwoods, 80 to 100 miles. Can be slippery after rain, but usually just good woods riding of moderate difficulty.

Attendance last year: 300+
Information: (717)788-2316

10. FOGGY MOUNTAIN BREAKDOWN ENDURO

Susquehanna Off Road Riders

Where: State Forest land; Start: Blain, PA (pop. 274)

Camping Facilities: Semi-primitive camping, some hook-ups, swimming and fishing, good food, excellent chicken barbecue. Blain Hotel in town offers rustic accommodations for the adventurous, otherwise an hour's drive to motels.

Typical Terrain/Course: ECEA's only closed course enduro--state lands are closed for event, so you only need a spark arrestor, no paperwork. Very hilly terrain with small rocks, hardwood and pine forests, can be very challenging but scenic. 100 miles or more, club has potentially hundreds of miles of terrain.

Attendance last year: 250+
Information: (717)533-4251

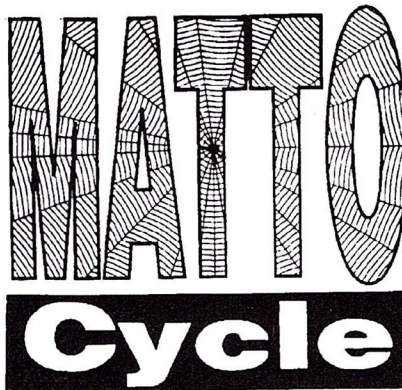
11. CANYON ENDURO Canyon Enduro Riders

Where: Private land owned by friends and family of CER club members, in and about Middlebury Center, Tioga County, PA; Start: Middlebury Center, PA

Camping Facilities: Primitive camping in privately owned grassy field, unlimited space.

Typical Terrain/Course: Single loop approximately 40 miles long on private land, run twice for the enduro. Hills and big trees, none too rocky, grass special test sections-- beware of wet conditions.

Attendance last year: about 230 starters



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OR JUST STOP IN!

Information: (717)376-2343

12. BEEHIVE ENDURO Competition Dirt Riders

Where: Mauricetown, Cumberland County, NJ; Start: Mauricetown Fire House

Camping Facilities: Somewhat limited primitive camping permitted in several fields and parking lots located near the fire house. None too rustic. Excellent food in firehouse, varied seafood menu plus the usual.

Typical Terrain/Course: Open forest and fields connected by paved and unpaved two track roads. Points typically taken in each loop via mostly short tight woods sections into which riders are usually checked in and out. No water obstacles, virtually no whoop-de-dos, no pain. Unmatched post race fermented beverage sacrifice of legendary proportions. Usually about 75 miles long.

Attendance last year: 600+
Information: (609)327-5015

13. MICHAUX ENDURO South Penn Enduro Riders

Where: Michaux State Forest, Franklin County, PA; Start: Big Flat ATV area, Michaux State Forest

Camping Facilities: Scenic grassy mountain top primitive camping sites located at Big Flat. Privately owned, unlimited space.

Typical Terrain/Course: Typical rocklands conditions found on single and two track woods trails. Lots of hills with accompanying

climbs and descents, some gnarly. No major water obstacles, no serious tightness, few really ignorant rock gardens. Aside from the '92 aberration, usually about 80 or so miles long.

Attendance last year: about 275
Information: (717)245-0353

14. MOONSHINE ENDURO Valley Forge Trail Riders

Where: Schuylkill County, PA, north of Pottsville; Start: Brandonville, PA

Camping Facilities: Primitive camping on site, some small motels nearby. Food at firehouse.

Typical Terrain/Course: Strip mining area, best to stay on course (!), second-growth forest on reclaimed land, some coal fields. Woods can be very tight, crossing of Catawissa Creek can be adventurous. Usually 80 to 100 miles.

Attendance last year: 250+
Information: (215)873-7584

15. RHODY ROVERS ROCK RIDE Rhody Rovers MC

Where: Nooseneck Hill fire station, Kent County, RI; Start: West Greenwich, RI

Camping Facilities: Primitive camping on site, very pricey motels close by. Firehouse food.

Typical Terrain/Course: New England's finest rocky woods, with some real boneyards thrown in for good measure. Not too hilly, gravelly soil not affected by rain, mostly pine woods. Can be 100 to 150 miles long.

Attendance last year: 275+
Information: (401)397-3076

16. SANDY LANE ENDURO Meteor Motorcycle Club

Where: Wharton State Forest, Burlington County, NJ; Start: Interboro Gun Club, Greenbank, NJ

Camping Facilities: Primitive camping sites on gun club grounds, some grassy, some wooded. Gun club provides food.

Typical Terrain/Course: South Jersey's oldest and most renowned sand ride, run through pine, deciduous and dwarf pine forests typical of the area. Conditions vary from year to year, sometimes significantly, so it's necessary to be prepared for sand whoops, water/swamp obstacles, and lengthy ignorant tight sections through the infamous Coyle Field. Often run in a split course format that provides some relief to novice riders; usually about 100 land miles.

Attendance last year: about 350
Information: (609)227-4573

17. DELAWARE NATIONAL ENDURO Delaware Enduro Riders

Where: Northern Delaware canal country; Start: Bear, DE

Camping Facilities: Lots of primitive camping in a grassy field located at the start. Many motels nearby, good food by club, last year with Domino's take-out on site (really!). Plenty of restaurants and conveniences close by.

Typical Terrain/Course: National event, no excuses. Single and two track trail in and about deciduous forest and fields, tight and muddy at times. Boggy trail hewn into stands of phragmites reeds, and the sluice water/rock obstacle.

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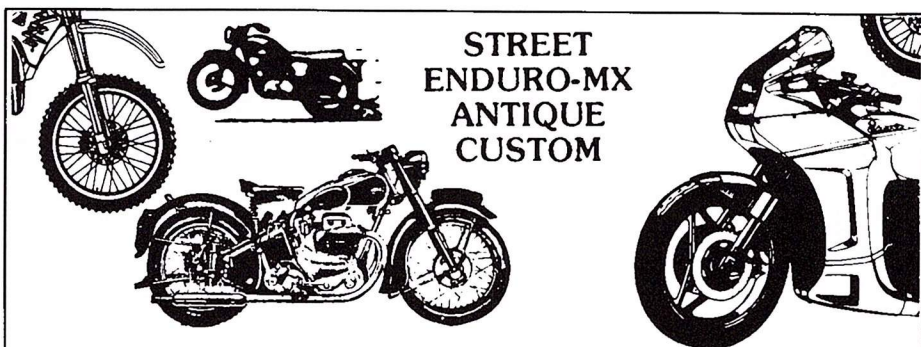
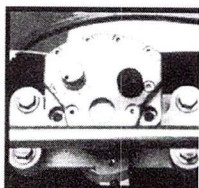
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Manchester, NH 03103
Fax (603)627-3917

Long and debilitating, especially in its National format; usually 120-140+ land miles.

Attendance last year: 300+

Information: (302)834-4411

18. STUMP JUMPER ENDURO

Motorcycle Competition, Inc.

Where: Private, State and Federal lands located in Burlington and Ocean Counties, NJ; Start: Warren Grove Fire House, Warren Grove, NJ
Camping Facilities: Virtually unlimited primitive camping permitted in several grassy fields located adjacent to the fire house. Firehouse food, also excellent food at Lucille's Restaurant across the street. Motels reasonably close by.

Typical Terrain/Course: Sandy trail in the form two track, fire cuts and single track that traverses pine and dwarf pine forests. Expect bouts of world class sand whoops, ignorant tight and an occasional water obstacle. Low DNF rate, usually about 75 miles long, give or take.

Attendance last year: 350+ entrants

Information: (609)499-9135

19. SCRUB PINE ENDURO

Ocean County Competition Riders

Where: Lebanon State Forest, Burlington County, NJ; Start: Group camping area located in Lebanon State Forest near Pakim Pond (same as Pine Hill Enduro)

Camping Facilities: Excellent improved camping sites for tents and campers within the State Forest. Modern bathroom facilities, proper trash removal facilities. No charge. May have food on site, otherwise available nearby.

Typical Terrain/Course: Family oriented sand ride run on fire cuts and two track found within the state forest's pine and deciduous tree stands. No real tight sections or punishing obstacles. Potentially tricky time-keeping, intended to remain a ride of about 70 or so land miles.

Attendance last year: 350+ entrants

Information: (908)928-0597 ☐

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HARE SCRAMBLES



SUNDAY APRIL 18, 1993

LEMBO LAKE PARK, MODENA, NEW YORK

A NETRA Championship Hare Scrambles

Entry fee: \$30. Riders must have NETRA membership (ECEA membership welcome).

All riders under 18 must have parent or guardian present to sign release! Parent or guardian must remain present during the event! No exceptions!

Classes: Trophies will be awarded in all NETRA classes, plus Mini, Junior and Vintage (pre-'75, 4"/7" frt/rr suspension limits).

Start times: Gate opens at 7:30 A.M., sign-up starts at 8:00.

Mini & Junior - 9:30 A.M.

Novice & Vintage - 11:00 A.M.

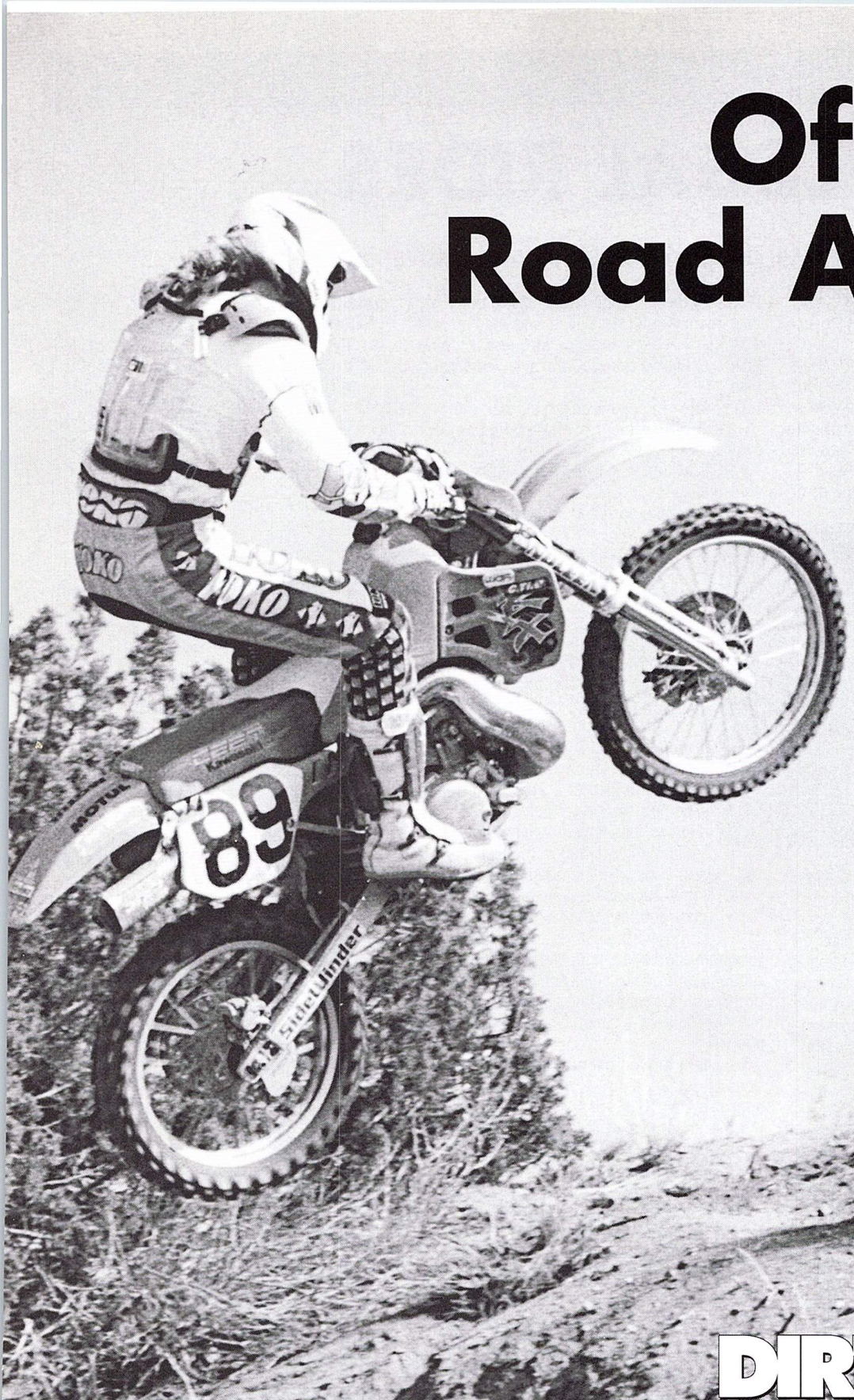
Experts & Amateurs - 1:30 P.M.

FOR MORE INFORMATION CALL 914-564-4814

Location: Lembo Lake Park, Modena, New York. From NYS Thruway Exit 17 in Newburgh, follow Route 300 north to Route 32 north to village of Modena, east at intersection of Routes 44 & 55/32 one mile to park.

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Off The Road Again



It's not easy keeping up with the hottest dirt bikes. Just when you think you've got the latest technology all figured out, something even newer and more outrageous comes along.

And in the world of off-road racing, the pace is quicker still. You have to stay on your toes to know what's fast—and what's last.

That's where Dirt Rider magazine comes in.

Our staff has more than a century of all-out dirt riding and racing experience. So when a new bike hits the dirt, we've got the knowledge and skill to wring it out just as hard as you would.

And we're not afraid to tell you how well—or poorly—a new dirt bike performs. The popular "Opinions" section gives you our uncensored remarks on every motorcycle we test. No hype. No BS. Just the straight facts from some of the best riders and writers in the business.

The rider in this photo, for example, Tom Webb, is known for his strong opinions. And he has the credentials to back them up. He tests the hottest new bikes during the week, then to get away from it all he goes racing on the weekends. He earned a silver medal at the 1991 International Six Days Enduro, and he regularly runs with the AMA's top AA enduro riders in U.S. events. Not bad for a typewriter jockey.

You could call him the fastest off-road racing journalist in America. But at Dirt Rider we're not so easily impressed.

We just call him "Wolf."

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LEGAL RIDES

Build up a dirt bike, or strip down a street bike?

Dual sport has been the new rage for a couple of years now, and people are starting to get really artistic. We've gotten letters from people working on stripping their dual sport bikes down and making them lighter and more dirt worthy (Honda XR250L, July '91 *TR*), and now we're getting mail from folks who are taking straight dirt bikes and going through all the hassle necessary to make them street-legal.

The coveted license plate is the object of



Pete Geither's XR600 is a shining example of a road-legal XR, but also extremely pricey.

desire. With an actual, honestly legal plate on the back of your favorite bike you can literally go anywhere. You can hold your head up high as you ride through the center of town, turn signals flashing your intention at the next corner. In order to be registered in most states, you have to have a minimum of liability insurance, and with an insurance card even more gates are opened. Even the surliest forest ranger will soften somewhat when he finds you have a license, registration and insurance (which means in court you have a better chance of beating his ticket). There's no doubt that riding is a lot mellower and more relaxing when you know that you have a legal right to be on the roads as well as on the open trails.

So a lot of people are making the switch, and a lot of kerosene is being burnt in garage heaters this winter as this spring's new road and trail mount is being readied. On the following few pages we have a collection of stories, sent in by readers and edited for space, and one item from the emerging bike conversion industry, just to give you an idea of what's happening out there in dual sport land. Who knows, maybe this will give you a few ideas of your own!

PETE GEITHER

Pennsylvania Street-Legal XR600

The objective was simple: why buy a dual sport bike when my stock XR600 was halfway

there? In theory, I should be able to make my bike Pennsylvania street legal and wind up with a lighter, better-handling, stronger running bike than I could ever get with a new dual sport bike.

The state of Pennsylvania requires:

- DOT (Department of Transportation) approved headlight with hi/lo beam
- DOT taillight with brake light and tail light
- Horn

- Speedometer with non-resettable odometer

- Turn signals
- Mirror
- Hi-beam indicator light
- DOT tires
- Battery

- Paperwork: MSO (manufacturer's Statement of Origin), application for a reconstructed title, four photos signed by a certified Pennsylvania inspection mechanic.

(note: New Jersey has very similar laws, although they are very strict when it comes to titles. Your state may be more or less lenient when it comes to equipment; the things that really slow you down are requirements for idiot lights, such as required high beam indicator and, in some cases (NJ for one), turn signal indicators; and required non-resettable odometers. Your state DOT has all the requirements on file, and it should only take two or three phone calls to find someone who even has the faintest idea of what you're talking about)

So where do you get all this stuff and what does it cost? Plenty! Counting tires, I have approximately \$1064 in this venture. So counting the price of the bike (\$3999), \$5000 is a figure you'd better be willing to spend if you buy a new XR600 and do a lot of the work yourself.

The end result is something you have to experience to appreciate. The bike rips! XR650s can't come close in a drag race. It handles and weighs about the same as my DR350, and it almost starts itself. I love it!

My case is the extreme—a new bike with new parts (almost). I'm sure somebody with a little imagination could cut my expenses drastically, but I'm happy with the results.

Parts List

Tires \$130 Metzeler Uni-

cross/MCE

Mirrors	\$5 Stick-ons
Front brake lever	\$10 Rebuilt/welded
Microswitch	\$25 New XR650L
Turn/HiLo/Horn switch	\$15 Used XL350
Rear brake switch	\$5 Used XL350
Battery	\$30 Suzuki DR350S
Battery holder	\$7 Suzuki DR350S
Headlight	\$110 UFO Plastic
Taillight	\$25 Tucker Rocky
Turn signals, front	\$15 Lockhart
Turn signals rear	\$50 Honda XR650L
Speedometer	\$25 snowmobile
Horn	\$10 used
High beam indicator	\$2 auto parts store
Lighting coil	\$280 Honda XL600
Rectifier	\$75 Honda XL600
Wiring labor	\$150
Welding labor	\$80

BAJA DESIGNS

Dual Sport Conversion Kits

You are probably wondering why a loony in California subscribes to your magazine. Besides the fact that you put out a fine magazine, it's because I think I'm really an eastern woods rider at heart. After riding the Six Days of Michigan last year and having a ball racing crazy Canadians through the woods in the Upper Peninsula, I was hooked.

The Six Days also opened me up to a new concept: street legal dirt bikes. I had to make my YZWR street legal for the Six Days, so I learned what a pain it was in California. You know, once you know what buttons to push it really isn't that hard to street license a dirt bike in most states. Why buy an overweight, under-sprung dual sport bike when you've probably already got a great bike sitting in your garage?

More and more these days you have to be street legal on the forest roads, and the pavement makes a great way to connect some fantastic trail loops. I started this business to offer



The Michigan Six-Days turned Baja Design's Alan Roach into a born-again dual sporter, and his parts kits show his enthusiasm.

people an alternative and allow them to easily register their XRs and DRs for street use. The easy to install kits come complete with everything you need to meet most state regulations and can save a lot of time and expense.

Parts List

- DOT headlight, taillight, turn signals and reflectors
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DAVID BETTENCOURT

Reverse-Engineering the XR650L

David Bettencourt, Manager of Bettencourt's Honda in West Bridgewater, Massachusetts, wanted to do something different with a dual sport bike. Like many XR600 owners, he looked at the specs of the XR650L with a gleam in his eye. Here was a bike with 50 more cc's, but more importantly, here was a big XR with an electric starter! It's hard to ignore the potential



The electric starter was David Bettencourt's main draw towards dirt-stripping the XRL650, and now the bike is better than he'd ever imagined!

bliss of just being able to touch a button to start a big four-stroke, and David wanted it bad.

Trouble was, the XR650L weighs 52.8 pounds more than the XR600 (spec sheet to spec sheet), and that's just a little too porky for a dirt bike. David figured if he could get the XRL to within 20 pounds of the XR, he could consider the electric starter and call it a wash.

First he switched the stock tires for Metzeler knobbies and went out riding. "I was very impressed with how American Honda did their homework on the bike. In spite of the weight, it

worked really nice!"

He found the gearing to be really high, especially the gap between first and second gear. Also, since David stands somewhat less than six feet tall, the ride height of the XRL had him up at nosebleed altitude. Without a second thought he cut the seat foam down by two inches, which gave the bike an interesting low-boy look, but also got him to where he could touch the ground. Then he installed XR600 springs, front and rear, which are actually softer than the XRL springs. Along the way he found a company called Bob Strode R&D, in Woodinville, Washington, that made a replacement suspension link that lowered the rear end of the XRL one and a half inches. With the new link and the forks pushed up as high as they could go (and still allow tire clearance) in the triple clamps, David wound up with plenty of foot-touching room and the lowest XR650L in the country!

The gearing was easy: "I replaced the stock 15-tooth countershaft sprocket with a 13, and used a 48 rear rather than the stock 45. This made the bike much more dirt-worthy, and I still have an 80mph top end. First gear is too low for anything, so I just don't use it."

David started removing "street" parts to save weight and was surprised when "nothing really weighed anything!" He removed the ignition switch and wired the essential ignition functions into the stock kill switch, then installed a stock XR odometer in place of the XRL instrument cluster. Next came serious weight reduction. The headlight was replaced in favor of an



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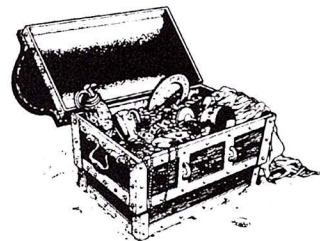
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Acerbis headlight. The steel tank and wings were removed and an IMS plastic tank installed (saving 4.5 pounds). Removing the air pump and side stand switch took another 1.5 pounds off, and the taillight and rear fender support was worth another three pounds (stock XR taillight lens fits right in its place).

The biggest weight reduction was the removal of the entire battery box, battery, and all clamps and brackets—it saved 9.75 pounds. But how do you start an electric start bike with no battery? In place of the heavy lead-acid battery, he used two Radio Shack 6 volt 2.5 amp cellular phone rechargeable batteries, wired in series to give the required 12 volts. It works! The batteries give plenty of juice to crank the starter, and he hasn't had a problem yet. Both new batteries and the starter solenoid were attached to the airbox.

With all the unneeded details removed (tool kit, seat strap, etc.) and the major changes listed above, David figures he saved about 30 pounds over the stock XRL, and lowered it a good three inches. "It's still street legal—well, you'd call it 'trail bike legal', but it handles even better and is great fun to ride. This is my favorite dirt bike!"

STEVEN CARTER KTM Road Burner

When I went back to a 250 enduro bike, the question was what to do with the 1990 LC4 600 I had been horsing around in the woods. Dual sport was the first thing that came to mind, and I decided right away that the conversion would be more a matter of appearance than anything

else. The rear fender was replaced in favor of an Acerbis "Fast" rear fender, a DOT-legal fender and taillight that really changes the look of the back of the LC4 (it is originally a motocross model). To make the brake lights work I installed a couple of KTM brake line pressure switches (P/N 420 13 121 000). This switches will work in most bikes; they replace the banjo bolt in the brake assembly. The front end had already seen a stock KTM (Acerbis) headlight, so I just made sure it was wired properly and working.

The turn signals I used are the tiny Lockhart models, for sale everywhere, and I wired them through an automotive flasher unit and into a light switch off an old KDX, one for each side of the handlebars. I added a mirror and horn, and the street legal equipment was complete. To tell how fast I'm going, I left my ICO odometer in place and run it in speedometer mode.

I agonized over the gearing quite a bit. The stock bike would run well over 80mph, but it was turning just a little faster than I'd like at 55, so I settled on a 40 tooth rear sprocket in place of the stock 50. I have no idea what the top speed is, and have no desire to find out, but it did settle the rpm down nicely at 55 mph. Surprisingly, the gearing is still not too tall for woods work. The LC4 engine doesn't mind



Steven Carter's Road Burner KTM is every young boy's dream dual sport bike—road legal and rowdy!

being lugged at all, and there's plenty of bottom end still.

I should mention that I was able to title and insure the bike as street legal, but let's not talk about that. I would expect that legality all depends on the laws in the state you happen to be living in. Other than that nasty old plastic gas tank, the bike seems to meet the letter of the law.

But talk about the fun factor! This LC4 will out-accelerate almost any car in town and it's still dirt worthy. This conversion was completed all for a cost less than \$200 and it has breathed new life into my old thumper. □

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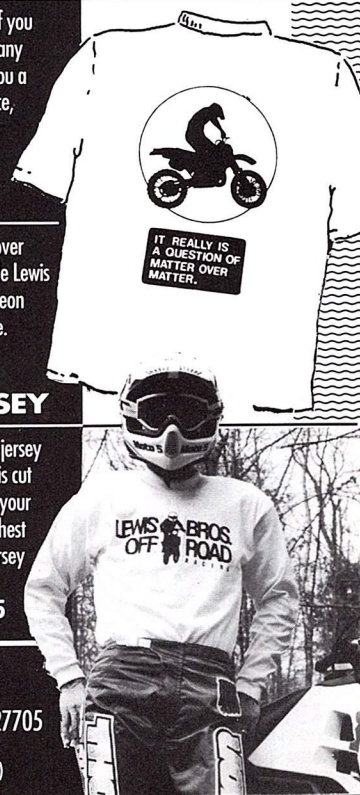
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Central Jersey Competition Riders

April 18, 1993

100 Miles (approx.)

Keytime 9:00 A.M. (NOT 8:00 A.M.!)

NO BIKES STARTED BEFORE 7:30 A.M.—WE MUST KEEP THE CAMPERS HAPPY!

Location: Lebanon State Forest. Three miles south of Route 70/72 circle on Route 72. Follow arrows.

Trails: Easy ride. Two different loops, gas back at start.

Starting Position: Determined by drawing on April 7, 1993. If we can't read it, you don't get it! Entries received after drawing will be assigned a starting number after all pre-entries. Confirmation of starting position and speed changes will be mailed—self-address sticker is appreciated. **NO RIDER LIMIT.**

Key Time: 9:00 A.M. Entry Fee: \$28 pre and post-entry. Make checks payable to Central Jersey Competition Riders, mail entries to Bob Agonis, 14 Fern Street, Edison NJ 08817

Requirements: All riders must have a valid motorcycle license, registration and license plate (no cardboard plates, duct tape plates, etc.) mounted on the rear of the motorcycle. No plate—no run—no refund. All machines must have an exhaust system equipped with a spark arrestor, and must pass the ECEA sound test. All riders must wear a protective helmet. Any rider failing to meet these requirements will not be allowed to start the event. All entrants must have a current ECEA or NETRA license. ECEA testing will be conducted at sign-up on Saturday, Sunday, or by mail. All new riders check "C" class on entry, AMA applications are available at sign-up. All riders must be 18 years old or older! You must attach your scorecard to your front fender!

Sign-up: Open from 3:00 to ? on Saturday, and beginning at 7:00 AM on Sunday.

Food: Available in the immediate area. **NO ALCOHOLIC BEVERAGES** are permitted in Lebanon State Forest; also **NO PETS.**

Information: Bob Agonis (908)985-9016 5 to 11 P.M. weekdays and weekends. For park information, call Lebanon State Forest (609)726-1191.

Camping: Plenty of camping available in the State Forest.

Release and Waiver of Liability and Indemnity Agreement

Name _____ Age _____

Address _____

City _____ State _____

Zip _____

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ECEA No. _____

AMA No. _____ Expires: _____

AMA Club Name: _____

Bike Make: _____ Displacement: _____

Check skill level and class below:

☐ AA ☐ A ☐ B ☐ C

☐ Senior (40+) A-B ☐ Super Senior (50+) A-B

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Signature _____

Vehicle No. _____

Witness _____

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**Participant under 18 must have
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Parent/Guardian Signature (sign in ink)

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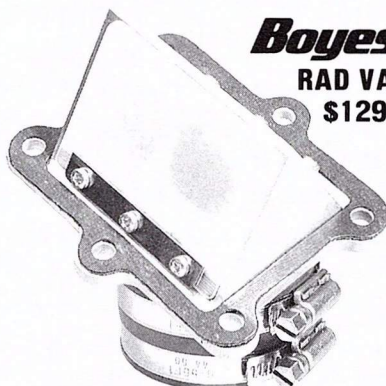
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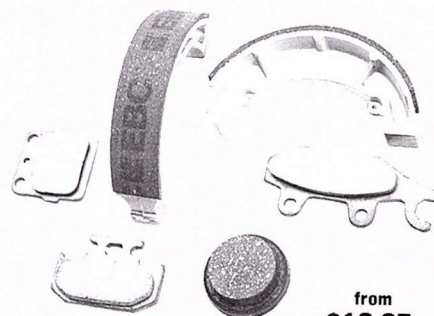
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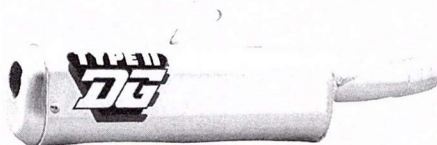


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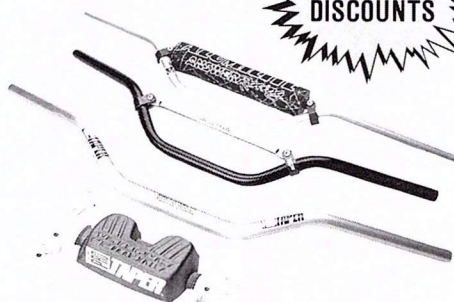


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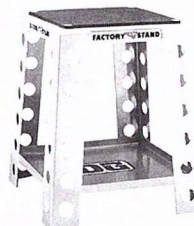
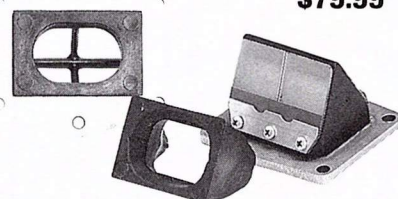
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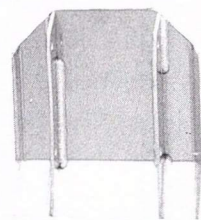
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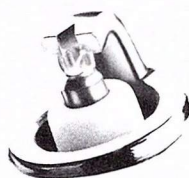
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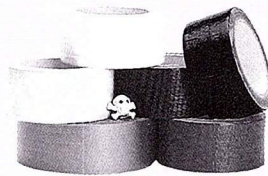


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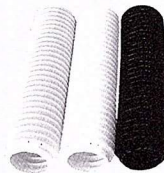
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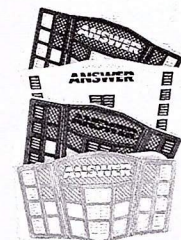
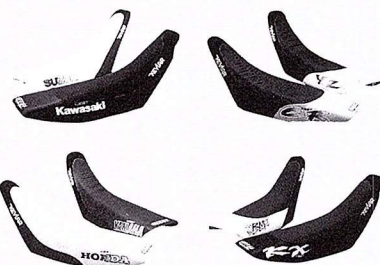
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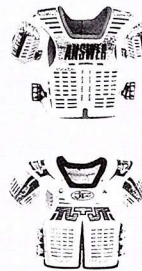
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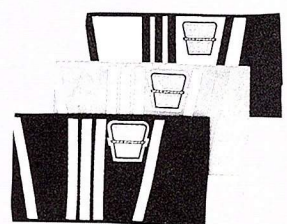
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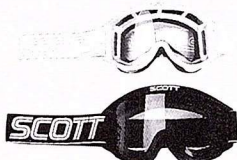
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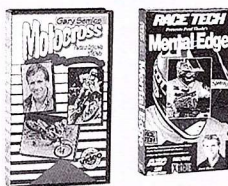
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MOUNTAIN CYCLE SAN ANDREAS

What the world is coming to

by Paul Clipper

We've been mostly avoiding the issue of mountain bikes in these pages, but every now and then something comes along that deserves—no, *demand*s—attention. Such a thing is the San Andreas by Mountain Cycle.

Suspension is the big thing in mountain biking right now, and for us old-time dirt bike riders it's fun to sit back and watch all the "new ideas" dreamed up by the bicycle industry to suspend mountain bikes—things we've all tried is some way or another back in the '70s when dirt bikes were going through their long-travel revolution. Some of the bicycle systems just plain don't work; the experienced dirt biker can take one look and see through all the marketing hype. However, when you get a bicycle or component that is designed by an ex-motorcycle racer, watch out!

Robert Reisinger raced pro motocross back in the '80s, and afterwards spent time working in Kawasaki's R&D department. When the mountain bike boom started really mushrooming, he saw an opportunity to carve a niche in a new market, and started up a new company called Mountain Cycle. Robert knew that rim brakes on mountain bikes was not the answer for serious braking power, so one of the first products for Mountain Cycle was a bicycle-sized hydraulic disc brake. Soon a set of upside down bicycle forks appeared in the catalog, and it was obvious that these two new products—the Pro-Stop brake and Suspenders forks—were destined to set the mountain biking community on its ear.

There was at least one other trick up Reisinger's sleeve, and that's the San Andreas, shown here in the photos. We first saw the prototype to this radical monocoque bicycle frame two years ago at the Anaheim Interbike trade show, and while it was certainly interesting as a design piece, we weren't holding our breath for a production date.

After a few more prototypes, as the technology was being perfected, Mountain Cycle finally came out with a genuine, production for-sale version of the San Andreas, and by good fortune one of the first demo bikes turned up at NETRA member Mark Jenks' bicycle shop, Bicycle Dynamics in Southwick, MA (413-569-0332). Since BD is one of our hangouts in New England, it was a simple task to get a ride on the San Andreas for a day, and it certainly was an eye opener.

We're used to non-suspended mountain bikes, and you learn a number of habits by riding a rigid bike. The most intrusive is knowing what you can get away with, especially on rocky downhills. Well,

within the first disorienting minutes on the San Andreas, we knew this bike wanted to teach us something new. No longer was it necessary to slow way down and pick through the rocks like a trials rider. The San Andreas begs to be let loose on the downhills, and although both the front and rear suspension on the bike only allow about two inches of wheel travel, it's surprising what that little bit of movement will do for your control. It was like getting on a real, long-travel dirt bike for the first time.

The Pro-Stop disc brakes also promise to move mountain bikes out of the dark ages. They are a good bit heavier than standard caliper brakes,

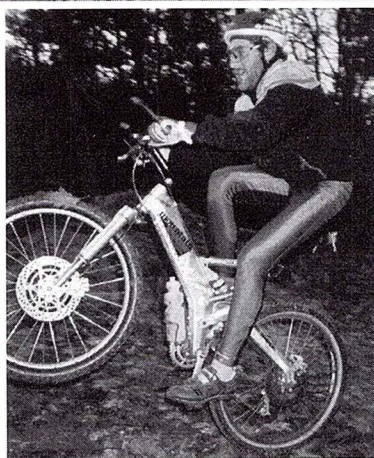
but far, far superior. Right away, you can tell that a motorcyclist designed these brakes, because the action is smooth and sure without being grabby, as you'd expect. As a matter of fact, being experienced riders we all agreed that we'd like to see them even more aggressive than they are, but as it is they are perfect for bicycle people making the transition to real brakes. Yes, the Pro-Stops are hydraulic, with the hydraulic system all contained within the caliper. From the caliper to the lever the actuation system is by standard cable, so it hooks up to any bike's brake levers.

Of course, all of this technology is pricey. The Pro-Stop brakes demand their own hubs; and if purchased alone come in a kit with hubs, rotors, calipers, cables, spokes and any miscellaneous hardware. You have to supply the rims. The San Andreas bicycle is available only as a frame set, including the frame, an Onza Mongo headset, a pair of Suspenders forks and the Pro-Stop kit for both ends. The price? The San Andreas retails for \$2200—\$2300, and you have to supply your own components, which would cost you a minimum of \$400 more. Big bucks, yes, but we'll bet you'd be the first on your block....

It looks like a dirt bike, but you have to pedal it. It's causing quite a bit of excitement among dirt bikers already—this season you can see the bike listed in Race Tech's new catalog, and we'll bet it pops up in a few other mainstream places. The San Andreas is the product of a marriage of hard core dirt bike racers and mountain bikes. And, it's an example of what sort of quality our folks can bring into that market! □



The San Andreas is a great example of what motorcycle technology can do for the sport of mountain biking. Full suspension, disc brakes, and an aluminum space frame make this bike a standout, especially on the downhills!



Appalachian Dirt Riders Inc. present
The 19th Annual
**Little Raccoon Classic
National Enduro**

Randy Simmons Memorial

April 18th, 1993



Location: Jackson County Fairgrounds, Wellston, Ohio (south end of town, off State Route 93).

Pre-Entry: Up to March 15—\$30, March 16 to April 3—\$35, After April 3—\$40. No refunds after this date. Absolutely no telephone entries accepted. Riders wishing to ride together must submit entries together and attached.

AMA membership required.

Tech Info: Key Time 9:00 A.M. Sound test will be given on Saturday, April 17 from noon until 8:00 P.M., Sunday morning from 7:00 A.M. until 8:00 A.M., as per 1993 AMA rulebook.

Spark Arrestors mandatory!

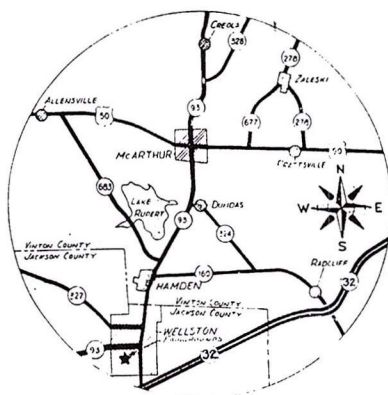
No Spark Arrestor, No Ride!

All bikes must be Ohio street legal. Ohio law requires headlight, taillight, horn, mirror and license plate.

Food: Concessions will be provided, please patronize.

Additional Info: Please contact Mike Azbell, (614)384-2286; Gary Bragg, (614)286-1697.

Free Hat to all Entrants! Free Souvenir Pin to all Entrants!



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Comfort Inn	Jackson, Ohio	286-7581
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Simmons Motel	Wellston, Ohio	384-3230
Lake Hope State Park Lodge	Zaleski, Ohio	596-5253

CAMPING

Deerland Resort	Jackson, Ohio	286-6422
Lake Alma State Park	Wellston, Ohio	N/A

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☐ VETERANS (AGE 30+) ☐ 200C ☐ 250C ☐ OPEN C

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Riders' Signature _____ Date _____

CAUTION: A parent must co-sign if rider is under 18 years of age and signature must be notarized.

TO WHOM IT MAY CONCERN:

I, the undersigned, being the legal parent (guardian) of _____, a minor, do hereby give my permission and consent for him to participate in the Little Raccoon National Enduro on April 18, 1993, sponsored and promoted by the Appalachian Dirt Riders, Inc., and agree to hold blameless the aforementioned corporation or its successors for any injuries incurred while participating in this event.

Signed before me this _____ day of _____

My commission expires _____



Signature _____

Notary _____

CHILLY CHILI

Does it always rain out here?

by Paul Clipper

Plympton, MA 11/22/92

So we all came out to ride the Chilly Chili turkey run again, NETRA's last event of the season and arguably Pilgrim Sands Trail Riders' most fun event. After a night spent at the Norton ranch in Norfolk, playing Yankee Workshop and building a gun cabinet for the neighbor, we tumbled out of the sack and headed to the Upland Club and the 11th running of this fine event.

Now, I don't really recall if it was actively raining when we got there. I do know that it was already pretty wet, but the weather was warm and cloudy, so how bad could it be? It always seems to rain for the Chilly Chili anyhow; I think if it was dry I'd be disappointed.

Suit up, start up, zero the odometer and take off. If you've ridden this event in the past you could ride the start with your eyes closed—go down the street, make a right at the stop, noodle along some paved back roads while you try to determine if the bike is going to act up, seize, lose a wheel or be nice all day. Within a few miles we peel off into a little patch of woods and hit Overdrive. The first obstacle of the day is PSTR's famous sand hillclimb, and it's no sweat if you don't hit it when you're dozing, or don't have the unfortunate luck of someone spinning out in front of you.

From the hill it's a short trip along the powerlines, and then into the woods; into a tight little section with some stumps and marsh scattered about, good old tight stuff. Up to this point, I had been hanging with Kevin Hines, staying right on his tail, and since riders in front of him kept crashing or getting stuck, I had no trouble dogging him in the tight stuff. However, we finally emerged into more open traffic, and that was the last I saw of him until chili time. There wasn't even a flash of white—he was gone!

Norton was already out leaving smoking tire tracks as well, so there was little chance of running into him, but that was okay. Roger Billharz and Byrnes and I all set the same sort of pace, so we jumped in together and roosted—a slower roost, but a roost all the same.

The Chilly Chili trails always amaze me. They're really neat, wide enough to offer no resistance, yet tight enough to keep you on your toes. There are very few rocks to get in your way, and the terrain is abrupt—one minute it seems really flat, next minute you're zipping up

and down elevator shafts. The best attack is to plan for *anything* on the other side of the next bush, and you usually aren't disappointed. An awful lot of novice riders don't anticipate the



Here's a unique new service for people who suffer brake problems: get a moto witch doctor to exorcise the demons. Roger "Blood Lust" Billharz before the rain.

next hill properly, so if you left the club at a gentlemanly time, you're always encountering traffic on the hills. Usually, it's in the form of tired-looking guys on old XLs, or riding old KTM's and Yamahas that were obviously sold to them by PSTR members. They didn't *attack* the hill, so now they're stuck halfway up, spinning on roots. These mechano-human obstacles just add to the fun, if you have the right attitude, and force you to explore new lines to go for a clean pass.

Oh, and did we mention roots just then? There are a few roots sticking out of the trails. No more than two or three, well...two or three every foot! The roots follow every convention for plant structure and growth angle, and turn the Chilly Chili into a real test of suspension and tires. If you have exactly the right setup it is a howling ball to ride. If you don't, well...you might get tired sooner than

expected. We were loving it, but that doesn't mean that we were riding flawlessly, either. Every now and then I'd get a good look at the back wheel as it skidded around in front, but I still managed to stay upright, and so did the two gentlemen from New York, apparently.

Early in the morning the trail cuts through and winds around a sand plant for a surprising number of miles. I don't know whether I chronically have odometer problems or suffer from a limited attention span, but for the past few years I have always wound up at the end of the section rolling up a lot of unused roll chart and resetting my mileage quite a bit ahead. One of these days I'm going to stay on the trail.

More woods followed; more hills, roots, logs and even a little bit of mud. Actually, it was a lot of mud, since the rain had started coming down, and as we got closer to the halfway point we started noticing how *hard* it was raining. Last year, we rode through a little drizzle; no problem. This year, I *thought* it was a drizzle, but then noticed that my boots were filling with water, and we hadn't even crossed any streams. When we started riding down a paved road section and I could feel the water pooling up inside of my jacket sleeves, and sloshing back and forth on the turns, I knew I was a little wet.

By this time, the fun factor was starting to wear thin. I had caught something and ripped my front brake hose, so I was without one



The sky hung low overhead as we unloaded. PSTR gets more people to the Chilly Chili than most NETRA enduros, and even some of the hare scrambles.

brake and starting to use trees to stop rapidly. Roger's bike was running rough, in need of a new piston, and Byrnes was thinking about chili. So instead of gassing up at the halfway



Just in case you didn't feel like you had a chance to seize your bike in the tight woods, this sand pit was the perfect opportunity. About this time, the rain started teeming down, ending all desire to take photos.

point, we pointed it north and headed back to the club. The morning was fun, so why press the issue?

Back at the Upland Club a fair number of riders were already up to their elbows in the chili *al dente*, and we joined them enthusiastically. The early quitters are always a picturesque lot at any turkey run. The crashers are displaying visible wounds or limping around or twisted up like pretzels; the near-drowning victims (like us) look waterlogged, and the guys whose bikes quit just look annoyed.

The PSTR had plenty for them to eat, though, and an urn full of hot coffee, and a dry place to sit, most importantly. There were also some door prizes and awards for the best poker hands...and, there was a bar, so what more could you ask for? If you missed this ride, you missed some classic NETRA fun. Come on out and ride it next year! ☐



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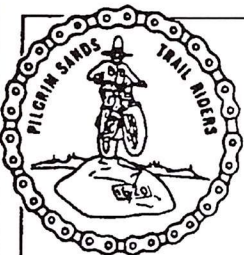
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CRASHED AT CATRA, WOKE UP IN LA PAZ

Fear and loathing on Highway 1

by "Jerry-san" Bernardo

F. Ojos Negros, Baja California

Intro: I was invited to work for Susumu Morioka of Japan's Back Off magazine. Task at hand: run a support vehicle at the 25th anniversary of the infamous Baja 1000. I just pictured someone back east saying "Hey Louie, I'll race you to Daytona."

"Sticker? Sticker?" was the cry heard up and down the illustrious Baja Peninsula. Young and Old, no shoes, no windows. Sticker? *Get a life*, then put stickers on it.

Baja *Mil*, 1992. Every few years they race all the way to La Paz (and it ain't no puss loop). 1000 miles of mind-tweaking fast stuff. On the line Thursday morning in Ensenada, I saw a KX80, YES, I said KX80. They had extended the front and rear suspension, but really, how much could they? Kooky JIMs. JIMs = Japanese in Mexico. Many come to Baja, in fact in Class 21 (250cc) there were twenty Japanese teams out of 29. No money, no money.

The time, money and support that is needed to race Baja is immeasurable. People pre-run their sections a week before the race. Can't get enuf 'o that Baja stuff. At about 6:30 Thursday morning, bikes of all creeds and moto denominations roost off in a southerly direction. The cars and trucks will soon follow.

By the first rider exchange in El Crucero some 330 miles away Team Green's Danny Hamel is twisting it. Our first rider, Koyama, comes in on the KDX250, we put on the lights, gas up, stick Susumu on and bolt. Destination: kilometer 133, about 200 miles away. We blast hell-bent down Highway 1, which I might add is a back road to hell. No shoulder, no width, around windy cliff turns with major pot holes.

My chase van assistant Francisco drives possessed to insure us a two hour wait at the next

pit. When we get there it's a big party. Mexican families come from nowhere to blast different music and hoot and whistle at anything with a motor. Every time a bike would pit they would all flock around like children under a piñata shaped like Bevo. Morioka rolls in with a smashed headlight, but a new bulb. Koyoma will ride thirty miles of pavement to a now-pacing third rider, Dirt Rider's Mark Kariya.

We fly into the Kawie pits in San Ignacio and Mark is still there, but no Koyoma-san. He has missed the turn to town and is probably on the road to Santa Rosalia some forty miles away. Great! I program the van to light speed and we find him just coming back the other way outside of town. Some foreign language is exchanged and we chase him back to Kariya. Koyoma adds eighty miles to thirty, and subtracts two hours. O' that goofy Baja Luck!



Rider switch in the beautiful Baja countryside. Right: Glad that it's over...we don't have to ride back now, do we?

While we are pitting, to the amusement of the night shift crowd, some drunken American glares at our Japanese team and drools "Remember Pearl Harbor!" We exchange the evil eye for a minute as I contemplate a debut head butt (booze is evil and I don't have time to play AA sponsor).

Back into that accursed van. Destination, Santa Rita, some 300 miles away. Kato (Kariya) is on the bike from 10:30 to 6:30,

Koyama will carry the flag to La Paz an hour and a half away. During this last transport section, on a tight bridge, a huge semi disintegrates our mirror off the van.

The crowd lines the streets at the finish in La Paz, complete with soldiers and guns. Score President Sal Fish shakes hands with each and every race finisher. This job takes day and night. Fun. Koyama rolls in to finish on ten broken front spokes. A near DNF, but 10th in class 21.

Can we sleep now?

To the La Conchita Resort, we sleep all day tweaked like a food truck tuna sandwich no one would buy. You know that goopy one that's all wet. Jerry is not designed to sit still; but like the racers, I sucked it up and made it to La Paz, *finalmente!* And I thought two hour NETRA hare scrambles were tough...*not!*

Heartbreak for Baja god Larry Roeseler and team. The bike poops a base gasket under first rider Greg Zitterkoff, although Team Green continues its winning streak with the overall. Hamel, Ostbo and Sweetland finish in 17 hours or so, averaging 61 miles an hour. Twist it, pal! Trophy time children.

The Scene at the Grand Baja Hotel awards ceremony is at a near Tecate frenzy. If you raced/supported a thousand mile race, you'd probably have a few cold beers, right? Trouble is, we leave for San Diego at 4:30. Hell, we just got here, can't I go swimming or something?

The ride home is slower, but just as demand-



ing. The drive from Florida to Boston is cake compared to Highway 1. It's like a back road that goes on forever. Oh, the KX80 you ask? They (a two man team) finished second in the 125 class in 40 hours. Can we borrow some brain cells, Jerry-san?

Suzuki's Darren Sanford's RMX250 team

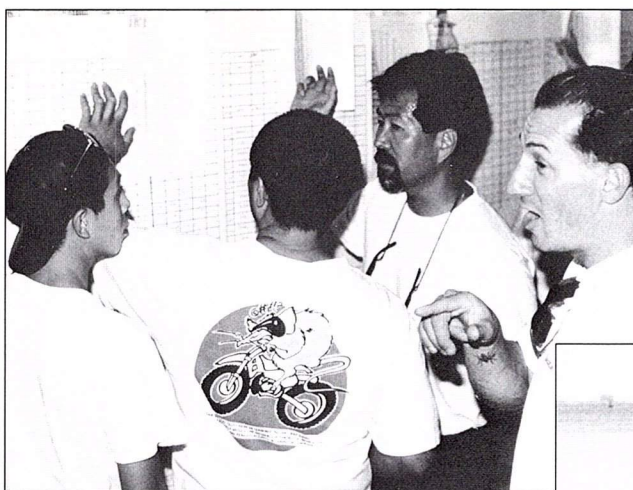
held a 55 minute lead until his partner disintegrated his face on a tree 15 miles from the finish, copping second in class one and a half hours down. Baja heartbreak at its best, but the ol' Grim Reaper didn't get to say "check please" to anyone this year. Our three Class 21 teams finished 7th, 10th and 11th, the 7th, my buddy Toda's team, finished 20th overall (2 riders). Not bad for picnic riders.

Mexico is beautiful though most of the people are incredibly poor. Visit fun-filled Tijuana and buy stuff you don't need. Funny though, I never once thought about CATRA.

Look for Jerry's upcoming novel about the human digestive tract at a store near you.

SPECIAL SECRET STORY

One of Bruce Ogilvie's best Baja memories: "Pre-running alone back in the old days, my Harley 250 broke down in the middle of nowhere. I pushed for a mile or two, until I came upon a farmhouse. I convinced them to give me a ride into town, after I agreed to help catch and load pigs into a truck. After every pig we caught they would sit and drink a warm beer. Finally we put the bike in the truck and off we went."



The team checks the scores, while Dr. Bernardo does a multi-lingual monologue. Right: On the beach in LaPaz—the race is done, but the trip is only half over.

(Picture one big fat Mexican and one skinny tall Mexican with Bruce in riding gear trying to rodeo these big pigs into a truck. Sounds like a David Lynch film.)

QUOTABLE QUOTES

"Twenty years ago they had a house with no windows and a dirt floor. That's all the same, but now they have a Honda generator, a satellite dish and a TV." —Bruce Ogilvie, 20-year Baja veteran, Team Honda,

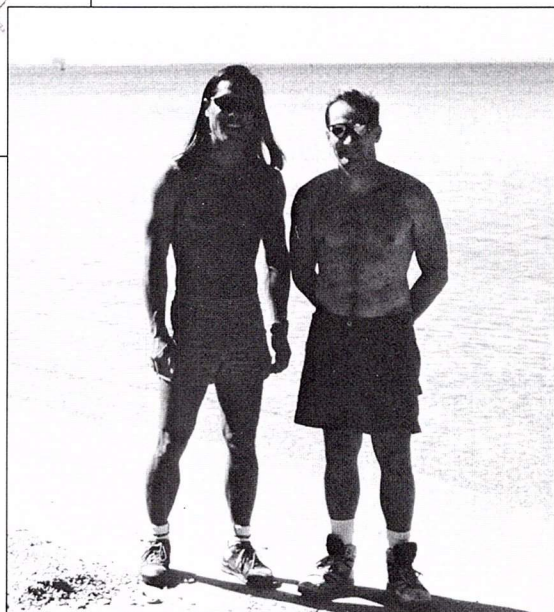
on living conditions.

"It's Larry's race to lose and no one's to win." —Bill Berroth, V.P. Acerbis Plastica, Stunt man on Golden Girls, prior to the race.

"Picture, Picture, Picture" —Susumu Morioka, Back Off magazine, during rider exchange at kilometer 133.

"Where there is dust, flesh lies just ahead." Mark Kariya, San Ignacio centerfold, on playing catch-up all night.

"This sucks." Larry Roeseler, while waiting for something to ride in San Isidro. □



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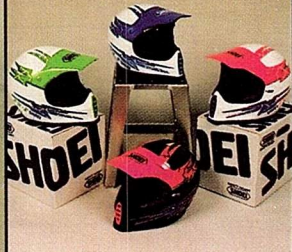
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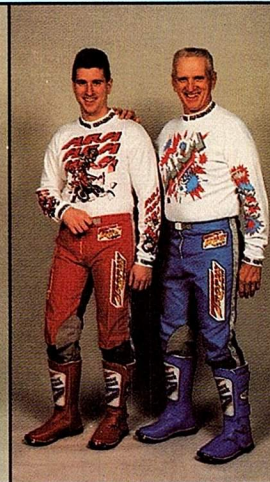
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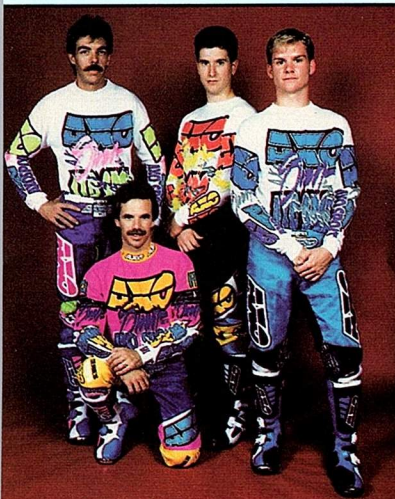
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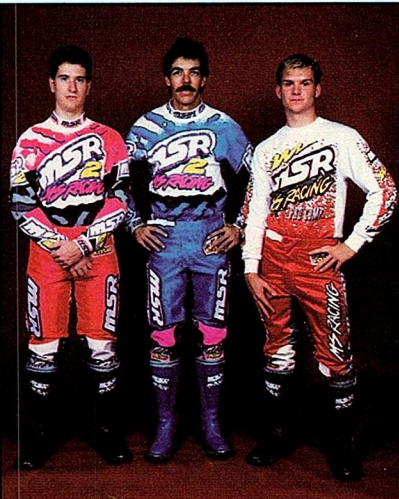
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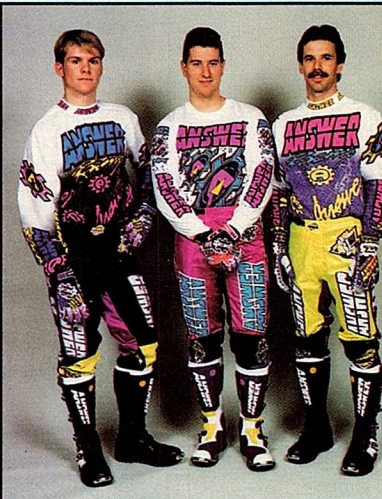
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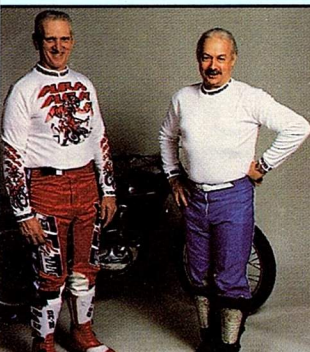
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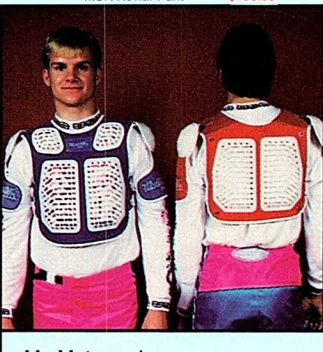
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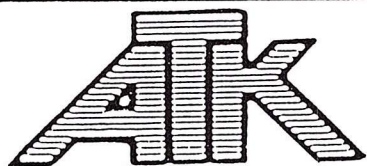
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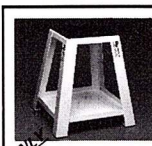
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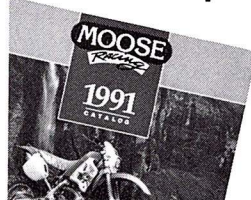


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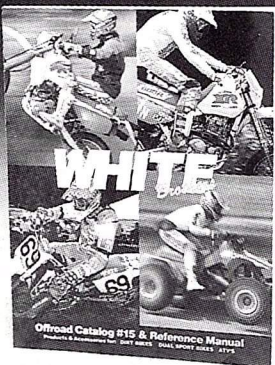
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